

C. E. WARREN & CO., LTD.
CHINA BUILDING. TEL. C. 269.

The Hongkong Telegraph.

FOUNDED 1811 六拜禮 號六月八英港香 SATURDAY, AUGUST 6, 1927. 日九初月七

Effective August 1, 1927, we announce our appointment as Distributors for Hongkong and South China of the following products of the General Motors Corporation:

BUICK MOTOR CARS
OLDSMOBILE MOTOR CARS
G. M. C. MOTOR TRUCKS

THE DRAGON MOTOR CAR CO., LTD.
Telephone Central 1246 or 1247.
53, Wong Nei Chung Road. Happy Valley.

TARIFF AUTONOMY THREAT.

JAPANESE ARE TO TAKE COUNTER MEASURES.

YANGTZE "REDS" ACTIVE.

The threat to introduce tariff autonomy on September 1, announced by the Nanking Government, is receiving special consideration by Japan, though there is at present no desire to indicate what counter-measures the Japanese Government contemplates. There is continued activity on the Yangtze, and at Nanchang it appears that the "Reds" are now in command. Elsewhere there are signs of tension.

Shanghai, Aug. 5. Mr. Yoshizawa, the Japanese Minister to Peking, interviewed, said, "If the Nanking Government enforces tariff autonomy on September 1, Japan will have to devise adequate counter-measures, but I cannot positively state in what form Japan will disapprove of the action of the Nationalist Government. The Japanese Government is adopting a policy of co-operating as far as possible with the other Powers."

From Tokyo it is learned that the Government intends abolishing the taxes on luxuries, and the Finance Department is investigating the matter.—*Reuter*.

YANGCHOW UNREST.
Gen. Sun's Propaganda.
Soochow, August 5. Gen. Sun Chuang-fang's agents are active in Yangchow. There is an atmosphere of uneasiness in the native city.—*Naval Wireless*.

HSUCHOWFU HELD.
Nationalists Consolidated.
Shanghai, August 5. Telegraph communication with Hsuehchowfu has been established, and it is confirmed that the Nationalists have captured the town and are now holding it.—*Naval Wireless*.

HANKOW OFFICIALS.
Mr. Song Comes Back.
Mankow, Aug. 5. Mr. T. V. Song has returned to Hankow from Kiangsi. Chang has been released, and appointed Vice-Minister of Finance.—*Naval Wireless*.

NANCHANG "REDS."
Armed Clash Imminent.
Kiangsi, Aug. 5. There are indications that the Communist party at Nanchang has now gained the upper hand. The 4th, 6th and 11th armies have divided into two parts, and a clash between the two is considered not unlikely. Troops are still arriving here from up the river, there being a very large concentration. The Chinese, apparently fearing trouble between the new rival armies, are bringing valuables to British firms for them to be kept in safe custody.—*Naval Wireless*.

TROOPS CROSS RIVER.
Chinking Activity.
Chinking, Aug. 5. Large numbers of troops crossed from the north bank yesterday. The majority of those in Chinking have left by rail and towage.—*Naval Wireless*.

MYSTERY OF C. N. C. NEGOTIATIONS.
NOT PROCEEDING QUITE AS SMOOTHLY.
CONSPIRACY OF SILENCE.
The *Telegraph* understands that negotiations between the two parties concerned in the C. N. C. strike, are still proceeding in Shanghai and that they have reached the committee stage, points raised during the preliminary conversations now being discussed. It is further understood, however, that the negotiations are not proceeding as smoothly as they were earlier in the week when parleys were first started. It would appear from this that the discussions on detail are resulting in the raising of barriers against an easy settlement, but it is, of course, a hopeful sign that negotiations are still proceeding. The causes of this latest development in the parleys have not been disclosed. Upon inquiry this morning no confirmation or denial was forthcoming of the rumour that a cable had been received from Shanghai stating that a proposal for the setting up of a conciliation board had found favour, and that in this event the officers would be received back in the Company's employ on new agreements. A representative of the Company was asked if he could confirm or deny the rumour and replied that, following the policy adopted by the Company at the beginning of the strike, he could say nothing. It was pointed out that in the absence of news from official quarters publicity was being given to rumours, the reply being that this could not be helped. The Secretary of the Guilds confirmed the fact that negotiations were still proceeding, adding that there was no further news.

YOUNG BRITON SWIMS CHANNEL.
FIRST ATTEMPT OF SEASON SUCCEEDS.
GOOD TIME RECORDED.
London, Aug. 5. A 22-year-old London insurance clerk, named E. H. Temme, has swum the Channel. He left Cape Grisnez in the morning and landed at Dover at 3.30 in the afternoon. It is the first Channel swim of the season. Temme's time was 14 hours, 27 minutes, beating Gertrude Ederle's time by a few minutes.—*Reuter*.

Start Just After Midnight.
London, Aug. 5. Mr. Temme, an insurance clerk of London, made the first attempt of this year to swim the English Channel, and succeeded. Leaving Cape Grisnez at 42 minutes past midnight, he landed at Lyddenspout, two miles west of Dover, this afternoon, having accomplished the feat in 14 hours, 27 minutes.—*British Wireless*.

Previous Times.
The above time is by no means a record, it being beaten three times last year, when the channel was conquered on no fewer than five occasions. The full list of Channel swimmers follows:

Date	Name	Time
Aug. 24 1875	Capt. M. Webb	21 45
Sept. 6 1911	T. W. Burgess	21 35
Aug. 6 1923	H. Sullivan	20 50
Aug. 12 1923	S. Tiraboschi	16 35
Sept. 9 1923	C. T. ...	16 54
Aug. 8 1926	Gertrude Ederle	14 34
Aug. 28 1926	Mrs. Corson	16 28
Aug. 30 1926	H. Vorketter	12 40
Sept. 10 1926	G. Michel	11 06
Sept. 17 1926	N. L. Derham	13 56

For offering a bribe of £5 to Chief-Inspector Chamberlain, George Lewis, bookmaker, Oxford-gardens, North Kensington, was fined £50 at West London Police Court.

GERMANS TO FLY THE ATLANTIC.

A SUCCESSFUL DURATION TEST.

TO START IN A FEW DAYS.

Berlin, Aug. 5. Hurried preparations are being made in Berlin, Dessau and Travemunde for the carrying-out of a trans-Atlantic flight. The most promising experiment was completed at Dessau with a Junker plane piloted by Herr E. J. ... which remained in the air for 52 hrs. 11 mins. 8 secs., beating Chamberlain's duration record of 51 hrs.

The Junker firm now hope to start the flight about the middle of this month.—*Reuter*.

INTERNATIONAL LABOUR.

QUESTION OF RUSSIAN PARTICIPATION.

Paris, Aug. 5. The Russian issue has indirectly caused the resignation of M. Oudegeest, Secretary General of the International Federation of Trade Unions, following an accusation that M. Oudegeest wrote to M. Jouhaux suggesting that, as Russians were anxious to join the international trade unions movement, it was time to counter-attack. M. Oudegeest denied the allegation, but resigned because he felt that he no longer enjoyed the unanimous confidence of the delegates.

Sacco-Vanzetti Concern.
The conference approved a suggestion emanating from M. Jouhaux that towns the world over be asked to demonstrate on August 7 as a protest against the decision to execute Sacco and Vanzetti.—*Reuter*.

"COCKTAILS."
Fresh from a successful season in Singapore, where it had the honour of playing before Sir Hugh Clifford and Lady Clifford on the opening night, Mr. Charles Chamberlain's new Our Cabaret company of ten London artists begins its Kowloon season in the Star Theatre at 9.30 to-night with "Cocktails," a cheery revue offering clever dancing, catchy songs and delightful comedy. The success in Singapore is not hard to understand, for as a local paper put it, while revue companies are generally good in places, this one is good all through. Certainly there is not a dull moment in the programme, and Hongkong theatre-goers, judging from Straits reports, can look for Our Cabaret with every confidence.

"Cocktails" will be presented again to-morrow night, and there will be a complete change of programme on Monday night, when the new piece will be another very jolly revue called "Snappy."

LEO PODOLSKY.
Booking is now proceeding for the concert to be given in the Queen's Theatre on Monday night at 9.30 by M. Leo Podolsky, famous pianist, and Mme. Vera Mirova, premiere danseuse. M. Podolsky's ability is already well known in Hongkong, his previous visits to the Colony being still remembered with pleasure.

According to the best critics, M. Podolsky is a pianist of brains, imagination and technique. He has an expressive lyricism which charms the ear, and which depends upon subtlety of rhythm, touch and tempo to make his music agreeable to the fancy and to the judgment, at once.

Mme. Vera Mirova, with her beautiful dancing, provides more than one pleasant interlude in the musical programme, and an excellent evening's entertainment is therefore assured.

MME MIROVA'S DANCING.
When the s.s. Kowchow, another Hongkong-Wuchow river boat, arrived in the harbour yesterday, it was learned that on the same day when the s.s. Tinding was being fired upon by pirates the Kowchow was also passing the West Maling district, but hearing the shots, the captain ordered lights out and steered for the mouth of the Sam-sui River.

The s.s. Kwong Hung, also a Hongkong-Wuchow river boat,

PIRATE OUTRAGES.

WUCHOW RIVER BOATS FIRED UPON.

FIVE PASSENGERS KILLED.

Several of the Hongkong-Wuchow river boats which have arrived within the last few days from Wuchow have been subjected to shooting by pirates when in the vicinity of Taipingsai, off the West Maling district, a notorious rendezvous of pirates, states the vernacular press. Two months ago, most of the Hongkong-Wuchow river boats received letters from the pirates in West Maling threatening them and demanding tribute from each of the Wuchow vessels. This demand was not complied with by the managements of the shipping companies who, instead, reported the case to the Chinese authorities in the districts where the pirates were frequently seen. It is believed that these pirates, unable to obtain their tribute, have tried to revenge themselves by firing at the various Wuchow boats.

Attack on the "Tinding."
The s.s. Tinding, a Canton-Wuchow river-boat, is owned by

WEEK-END WEATHER.
The Approach of a Typhoon.

According to the latest telegrams received here by the American Consul-General from the Kiangsi Observatory, the typhoon was this morning in about 123 Long. E. and 20 Lat. N., moving north-west.

This position is east of the Balintang Channel, and if the typhoon maintains its direction it will pass somewhere to the north of Hongkong and up the Formosa Channel.

The Royal Observatory's forecast up till noon to-morrow is:

Formosa Channel: Light, variable winds at first, cyclonic gales later.

Hongkong to Lamook: Light south-west winds veering to north-west and freshening considerably. Fair at first, overcast with rain later.

Hongkong to Gap Rock: Light variable winds, freshening from the north-west later.

A Chinese shipping company in which Wang Shao-hung, the chairman of the Kwangsi Political Council, is one of the shareholders. Of all the Wuchow river boats the Tinding is reputed with being equipped with the most adequate armament, and also carries a guard of former soldiers.

In her last trip from Wuchow to Canton when passing Taipingsai waters, the boat was fired at by pirates from the sides of the river. The soldiers in the boat returned the fire, and for more than an hour the affray went on, resulting in five passengers being killed.

Eventually the pirates dispersed, apparently because their ammunition was used up.

A story is current that the s.s. Sunling, the Hongkong Wuchow river-boat, was also subjected to shooting by the pirates, and that four passengers on board the ship were injured by the shots. As this vessel has not arrived in the Colony, the statement cannot be confirmed.

Precautions Taken.
When the s.s. Kowchow, another Hongkong-Wuchow river boat, arrived in the harbour yesterday, it was learned that on the same day when the s.s. Tinding was being fired upon by pirates the Kowchow was also passing the West Maling district, but hearing the shots, the captain ordered lights out and steered for the mouth of the Sam-sui River.

The s.s. Kwong Hung, also a Hongkong-Wuchow river boat,

ROBBERS FIRE ON POLICE.

AN ARMED ROBBERY RAID FRUSTRATED.

INDIAN CONSTABLE SHOT.

In the early hours of yesterday morning a skirmish between a police patrol and 20 robbers occurred at the village of Chung Un Ha, near the New Territories border, when shots were exchanged, one Indian constable being wounded in the right foot. It is believed that one of the robbers was also wounded, but they all succeeded in making their escape.

According to a report sent from the Ta Ka Ling station, the police patrol arrived at Chung Un Ha at 1.45 in the morning, just as 20 men were attempting to commit an armed robbery at houses Nos. 3 and 4 at that village.

Three of the robbers opened fire on the Police who returned the shots. A bullet struck Indian police constable B.210 in the right foot, while one of the robbers was heard to shout out that he had been wounded.

The men succeeded in getting away in the dark going in the direction of Chinese territory. Nothing was stolen.

A SHAKESPEARE MEMORIAL.

LONDON MANSION TO BE CONVERTED.

London, Aug. 5. A movement is afoot to acquire Dorchester House, the well-known mansion in the west end of London, with the object of establishing a Shakespeare Memorial Theatre.

The scheme was started some months ago by the Shakespeare Memorial Committee, which has already received guarantees for over £200,000. A further £100,000 is required.

It is proposed that Dorchester House should not only provide a theatre where the plays of Shakespeare and other great British dramatists can be given, but also that it should become a literary and artistic centre for the Empire.

With its beautiful Italian renaissance architecture, the mansion would, it is suggested, be eminently suitable as an art exhibition.—*British Wireless*.

QUOTA COTTON SPINNING.

SCHEME TO OBIVIATE UNFAIRNESS.

London, Aug. 5. The Cotton Yarn Association has announced a scheme of transferable quotas which will be operated between spinners of American cotton, under which one firm may purchase quotas from another firm which is unable to run the prescribed quota.

The scheme aims to obviate the curtailment policy operating unfairly against concerns which have booked well ahead.—*Reuter*.

MEXICAN PUBLIC DEBT.

FUNDS FOR HALF YEAR'S INTEREST.

New York, Aug. 5. The Mexican Consul General announces that the Mexican Government has deposited funds for payment of the first six months' interest for 1927 on the Mexican public debt.—*Reuter's American Service*.

was also fired at by pirates during her last trip to the Colony, when passing the same district. Fortunately the boat was but very slightly damaged, only some small marks resulting from bullets hitting her. None of the passengers was injured.

It is also learned that the s.s. Kwong Yung, which left the Colony for Wuchow on August 3, arrived at Wuchow safely, as she was protected by a warship during the greater part of her trip.

Bulls and Inners

From the Office Butts.

Peak residents are adopting the American vernacular, one of their most frequent expressions being, "Dog-gone."

Two ship's officers were in court this week on an assault charge and were bound over to keep the peace. Which piece?

The recent fracas at a local hotel, resulting in a victory for the Scotsman, has convinced other units that there is something solid in the Highland Fling after all.

Experience has proved that burglars in Kowloon who want to evade arrest would do well to go about disguised as civilians.

Kowloon Tong residents have expressed a desire for trees to be planted on the roads in the Estate. Are we to understand that such are intended for the purpose of providing dry spots during the rainy season?

Curiously enough these lawn bowls critics have not, so far, attributed any particular defeat to the superfluity of buns and tea.

Coolidge says he does not choose to run for the Presidency, meaning he will not stand for office again. Surely this is a case for the International Council of English.

Li Chai-sum seems to have something up his sleeve. This will probably turn out to be arms.

To-day's simile: "As hard as trying to get Government to spend money."

A headline we never hope to see: "Rationalists and Theosophists Unite."

Some folk look on these white lines in the wrong light.

Many a telephone girl has been married after getting a ring.

Those crowds in Carnarvon Road didn't give the spook a ghost of a chance.

Preparations are in hand to hold a Safety First Day in Hongkong.

There is no truth in the rumour that local wolf cubs will, in future, be required to wear muzzles.

This week's cinema sub-title: "He was still dizzy because his mother had rocked his cradle too fast."

We itched to alter the following heading which appeared in the Post: "Mrs. Borodin. Judge Who Released Her Flee. Comb Out At Peking."

If, for some reason, the *Telegraph* neglects to come out one of these afternoons, we wonder what the *Daily Press* will do for news?

Judging by the portrait of him in our evening contemporary, the bowler Parker appeared to have parked under a defective flue.

These advocates of water would get a better hearing if everyone took it in the right spirit.

The man who got home late to a Kowloon flat the other night and found the door locked, swore there was a catch in it.

We read of an editor in Australia who retired the other day with £20,000. He was hardworking, thrifty, and lived a good, honest life for twenty years—and then discovered a gold mine in some waste land.

Motor Note: A miss in the car is better than two in the engine.

The ladies who complain that they have hardly anything to wear, should blame the vogue.

A recent trial establishes the fact that Traffic Beacon costs work out at one dollar per sentinel.

Visiting bowlers at Kowloon get a good deal of their refreshment out of Bond.

Sir Henry Gompertz in an interview says that "Indians make better advocates and the Chinese better solicitors." No mention was made of money lenders.

Now if that Palmolive shaving cream, plus a free Gillette, were most frequent expressions being, only offered in Harbin or Moscow! "Dog-gone."

Despite the rain, the Reincarnation Season is now in full swing.

If these famous musicians would only learn the saxophone, they might have full houses.

We do not think the strictures by Sir Hall Caine will deter the principals in the Walker-Milligan bout. They are sure to mill again.

Having a Violet in command, this new French cruiser in port ought to be a tidy ship.

As a result of the Geneva parley, warships in future may be jannped.

These troop concerts give everyone an opportunity to display their talents. Well, it's costen them nothing.

A Grand Expulsion Sale is announced. Sounds like a disposal of throw outs.

Now that planes are being built of stainless steel, it cannot be said that a flying holiday is a rustication.

America seems to be debettered on a settlement.

The rainfall of the past few week-ends prove meteorological averages to be a washout.

Many mothers in Hongkong have amah-plated sentiments towards their children.

According to the local press, Canton this week successfully celebrated a reign of terror for the fifth time this year.

"Reader." No. Hsuehchow is not due for recapture until noon next Friday.

"Jeanne." Yes, you are at perfect Liberty to buy silk now.

A policeman on the Peak can't have the life of a dog.

Says our meticulous contemporary: "The captain of the s.s. 'Paul Beau' states that the report of the vessel's mishap in last week's typhoon (which was not published in the *China Mail*) was exaggerated." The question remains: were the scissors rusty the first time or did they lose the clipping?

Traffic note: There are too many gin-rickshaws on the streets between 8 and 9 p.m.

Failure to receive letters from Home this week resulted in a soulful chorus of "Yes, we have no Devanahs."

The Peak resident who had his hair cut so closely recently, must have been afraid of being mistaken for a flapper.

Another bat from the belfry: Do wooden people understand musical timbre.

Some ports do not improve by being left alone. Yangtze, for example.

Another stray bat from the belfry. "In view of the high price of leather, what about asking the Superintendent of the B. and F. Dept. to experiment with a few boot trees?"

Time was "when work was a mere interlude between a morning walk and an afternoon swim" signed the Colonial Secretary the other day. Nowadays, the interlude seems to have given way to a sleep before and after tiffin.

McWhirter says that the ladies are tickled to death by the free Gillette Razors.

A contemporary has an article on "Principal Tails Current in China." They are mostly weird ones.

From all accounts, the recent eclipse of the sun was a moving sight.

Sincere's SALE

NOW CLOSING

Further reductions on surplus stock which must be cleared to make room for the coming season's goods.

SALE TERMINATES ON August 7th.

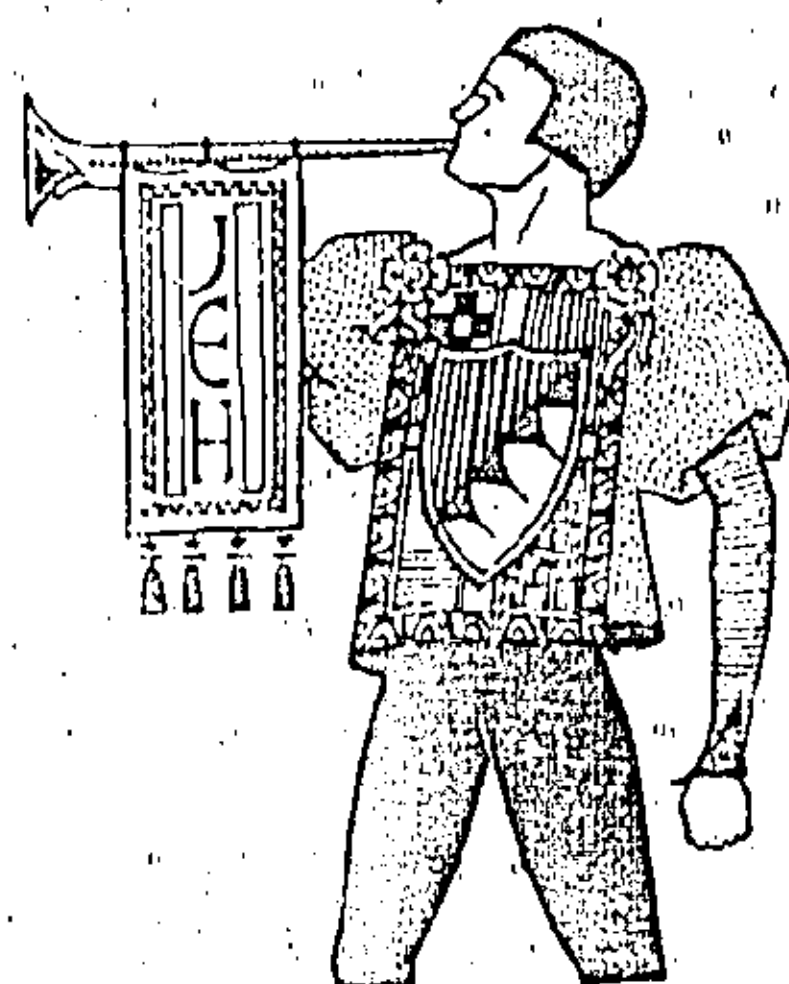
Roof Garden "Double Seven" Day Exhibition ends simultaneously

Don't let the opportunity pass without making the most of it

IF YOU'VE ANYTHING TO SELL, ANNOUNCE IT

J. E. HANCOCK, Publicity Agent and Commercial Artist.

4th Floor Morning Post Bldg. Tel. C. 4781.



LOOK

at a suit cleaned by us and be convinced!

THE INTERNATIONAL DRY CLEANING & DYEING COMPANY.

Our trial will surely prove convincing

Address

19 Wyndham Street, Hongkong

36 Nathan Road, Kowloon.

E. HING & CO.

SHIPBUILDING MATERIALS, SHIP CHANDLERS, HARDWARE MERCHANTS.

PHONE:—CENTRAL No. 1116.

Wing Woo Street TEL 25-Central

THE GENEVA FAILURE.

MR. KELLOGG'S VIEWS.

New York, August 5.

A hope that the effort for naval limitation will be resumed at an early date, is indicated in a formal statement by Mr. Kellogg. "I do not consider the failure to make an agreement, final. I am confident that the work at Geneva will make it possible that the views exchanged will lead to an early conclusion of an agreement for the limitation of auxiliary vessels. I am certain that the present failure will not impair Anglo-American relations." — *Reuter's American Service.*

America's Position.

New York, August 5.

According to the Associated Press Washington correspondent, the collapse of the Geneva Conference leaves the American Government exactly where it was when the Conference was called. The Administration is now faced with the problem of mapping out and putting through Congress a naval building programme, based on the estimate of the needs of national security.

Whatever may be the Big Navy strength developed in the new Congress, it is taken for granted that President Coolidge will not approve a cruiser programme exceeding or even equalling the announced British intentions. — *Reuter's American Service.*

Change of Atmosphere Needed.

New York, Aug. 5.

The breakdown of the Geneva Conference, unsuccessfully completed for space in the newspapers with the Sacco-Vanzetti affair, in connection with which counsel for the condemned men are making frantic last-minute efforts to secure a reprieve, but well informed persons in Washington are of the opinion that President Coolidge will devote his efforts to paving the way diplomatically for the holding of another Conference in Washington in 1929 in the belief that more can be accomplished in such an atmosphere than in Europe.

The *New York Times* thinks that the hopeful atmosphere in which the Geneva conference concluded, negotiations may be resumed not in open conference but in a direct meeting of minds between the Foreign Office and the State Department.

The *Herald Tribune* says the Conference will teach Americans not to put faith in conferences but to go ahead and build.

The *New York World* says the Conference was deadlocked two months before it opened. — *Reuter's American Service.*

THE BONE OF CONTENTION.

Irreconcilable Views on Cruiser Tonnage.

The following from the *Times* helps to explain the point which wrecked the Conference:

Geneva, July 6.

The Naval Limitation Conference has now reached a critical stage, and the next two days should decide whether it is to succeed or fail. Yesterday it came near to failure owing to the American attitude in regard to the cruiser question. To-day the spirit is a little more hopeful, but that is the most that can be said. The influence of American politics on the Conference is recognized. If the Conference succeeds, President Coolidge can claim the credit for having called it; if it fails the onus can be thrown upon Great Britain. Opinion here is that he stands to gain in either event, even if the result may be to further the disillusionment of Europe. At the same time, there is every desire on the part of all the delegation to let United States politics take care of themselves, and to snatch at such bene-

CURE FOR CANCER.

SPECIALIST ADDRESSES PARLIAMENTARIANS.

London, July 21.

The claim of a cancer cure was advanced by Dr. William Hannan, a specialist in manipulative treatment, in addressing a meeting of medical and other members of Parliament at the House of Commons.

He explained his method, which consists of the introduction of an active lactic culture into the alimentary canal, with a charcoal preparation, as an antiseptic, whereby the blood is transformed from an acid into an alkaline condition.

He appealed to his hearers to secure the investigation of his claims.

Major Austin said that he had watched some of Dr. Hannan's cases, and was convinced that his methods, solved the problem of a cure, provided treatment was applied enough.

fits as a naval convention may bestow should it come into being.

The Technical Committee appears to have carried its spade work as far as it can for the time being. It did not meet this morning, the differences of views on the question of cruisers having become the subject of direct conversations between the heads of the delegations. Mr. Hugh Gibson, the chief American delegate, visited Mr. Bridgman this morning, and in the afternoon a private meeting of all the delegations was held. The purpose of these conversations is to compose the differences without having recourse to a plenary session. It is still uncertain whether a plenary session will be considered necessary this week. In the present atmosphere it must be regarded as a promising sign that it has so far been avoided, since the usefulness of a plenary session could only be, to state publicly the reasons of each delegation for disagreeing and to apportion the measure of responsibility.

Advances by U. S.

This afternoon Mr. Gibson, while admitting the gravity of the differences, expressed the firm intention to persist in finding a formula for agreement. The United States delegation still adheres to the principle of apportioning to each of the three Powers a total tonnage in which to build any size of cruiser up to 10,000 tons. But it has made two advances, each of which approaches to the British point of view; it has increased the proposed total tonnage from the original 300,000 tons to 400,000 tons, and it has recognized in principle the division of cruisers into categories according to their prospective functions.

The British case, based on the tested requirements for the defence of the Empire's coast and overseas trade, is that the 10,000-ton cruisers (or 8in. gun cruisers, as we prefer to call them) are wanted only for work with the fleet, and that a smaller type (called for convenience the 7,500-ton 6in. gun cruisers) but not necessarily so large, can better perform the functions of protecting the trade routes and so forth. The Americans view tonnage in the mass. As applied to navies it needed disintegration, and perhaps the shock of the last few days has helped to resolve the 400,000 tons into component parts. Even so, however, the result has not a very satisfactory appearance. The United States delegation is understood to propose that each Power shall build what cruisers it likes within the 400,000 tons, and that it will claim for the United States 25 10,000-ton cruisers, the equivalent of 250,000 tons, leaving the balance of 150,000 tons over for smaller

U. S. BANK RATE.

BUSINESS STIMULANT.

New York, Aug. 5.

The fear that the cut in the local rate will result in further inflation of security prices appears to be effectively banished by President Coolidge's announcement regarding the Presidency, which introduced an element of uncertainty into the political situation, and which it is believed will keep speculation within bounds. The tremendous accumulation of surplus funds, coupled with the relatively small commercial demand is apparently chiefly responsible for the decision to lower the rate. It is expected that the reduction of the cost of monetary accommodations to industry and trade will stimulate Autumn business. — *Reuter's American Service.*

CONCERT.

PROGRAMME FOR TO-NIGHT'S RECITAL.

The following is the programme to be submitted by M. Benno Moiseiwitsch at his pianoforte recital at the Theatre Royal to-night.

Prelude in C Major. (Bach). Sonata Appassionata. (allegro assai, andante con moto, allegro ma non troppo-Presto). (Beethoven).

La Cathedrale Engloutie. (Debussy).

Clude F sharp Major. (Stravinsky).

Refrain de Berceuse. (Palkren). La Jongleuse. (Moscowsky).

Nocturne. (Scriabin). Valse G flat Major. (Chopin).

Nocturne F sharp Major. (Chopin).

Ballade A flat Major. (Chopin). Tannhauser-Overture. (Wagner-Liszt).

U. S. PRESIDENCY.

MR. COOLIDGE SINCERE IN DECISION.

Detroit, August 5.

Mr. Henry Ford has declared that Mr. Hoover is the logical candidate for the Presidential nomination in succession to President Coolidge. He added that the President is sincere in his decision not to become a candidate. — *Reuter's American Service.*

trade-protection cruisers and the like.

"Big Navy" Propaganda.

This, of course, is to declare in favour of an armament scheme pure and simple. Great Britain, which has now 13 of these large cruisers built and building, would have no option but to come up to the United States figure. There would remain, moreover, a total tonnage of only 150,000 tons for the requirements in smaller cruisers for the trade routes, which is regarded as quite inadequate. A simple calculation shows that, at 7,500 tons, the number is 20. The present strength of cruisers in the British Navy (and it is considered as the lowest possible margin for safety) is 71, of which 48 are building, and nine projected. And of the 48 built 30 are of 5,000 tons and under.

It has still to be made clear what the 25 big cruisers are wanted for. American "Big Navy" propagandists circulated to-day a "reply" to Mr. Bridgman for the use of the Press. This "reply" puts the number of existing British cruisers in this class at exactly double the real number. But what all this has to do with the limitation of navies it is hard to define.

OBITUARY.

THE LATE COMMANDER WAKEFIELD.

We regret to record the death of Commander W. E. Wakefield, who was killed by rubber smugglers whilst on patrol duty in command of the Malay States Customs vessel *Lalat*, off Singapore, says the *Nautical Magazine*. For some years rubber smuggling on the coast has been in progress, and all kinds of measures have been resorted to by the law-breakers—who are nothing short of pirates—for there is much to be gained by these people in the traffic and consequently they run great risks. There have been exciting times on the coast between smugglers and the patrol vessels, but none quite so fierce as that which befell the *Lalat*; it is usually the patrol ship that holds the whip-hand.

Commander Wakefield served his apprenticeship in the barque *Carnmoney* and also in the *Birkdale* of Liverpool. On his first voyage in the *Carnmoney* his ship was sunk by a German submarine and it was reported that the commander of the submarine had formerly served as first mate of the *Carnmoney*; that fact, however, did not deter him from sinking his old ship and casting the crew adrift for three days in open boats in the Atlantic. Commander Wakefield, who was only 27 years of age, after leaving sail served in the *Blue Funnel* Line and when at Singapore the position in the Customs service was offered him and he accepted the appointment. He passed for first mate and master whilst in the Service at Singapore, and had been twelve months in command of the patrol ship when he met death through being shot down by Malay rubber pirates.

SACCO-VANZETTI.

PROTECTION OF PUBLIC BUILDINGS.

Boston, August 5.

Neither Sacco nor Vanzetti showed dismay when informed of the Government's decision. One of their counsel characterised Governor Fuller's decision as "frightful in its close-mindedness." Further steps will be taken to guard public personages and buildings against dynamiters.

Advices from Washington report that similar steps have been taken there to protect high officials, including Mr. Kellogg, and it is also reported from New York that measures have been put in force there to protect valuable public buildings.

The condemned men's counsel have withdrawn from the case. A new attorney will present their defence before the United States district court at Massachusetts. — *Reuter's American Service.*

INDIAN RIOTS.

THIRTEEN KILLED IN RELIGIOUS DISPUTE.

Simla, Aug. 5.

It is officially announced that 13 were killed and 80 wounded in serious communal riots in Bettiah, Biharorisha province on the 2nd inst. due to the obstruction of a Hindu procession. Order has been restored. — *Reuter.*

HOLLAND'S QUEEN.

VISITING OSLO ON HOLIDAY TOUR.

Oslo, Aug. 5.

The Queen of Holland and Princess Juliana have arrived on their holidaying tour incognito. — *Reuter.*

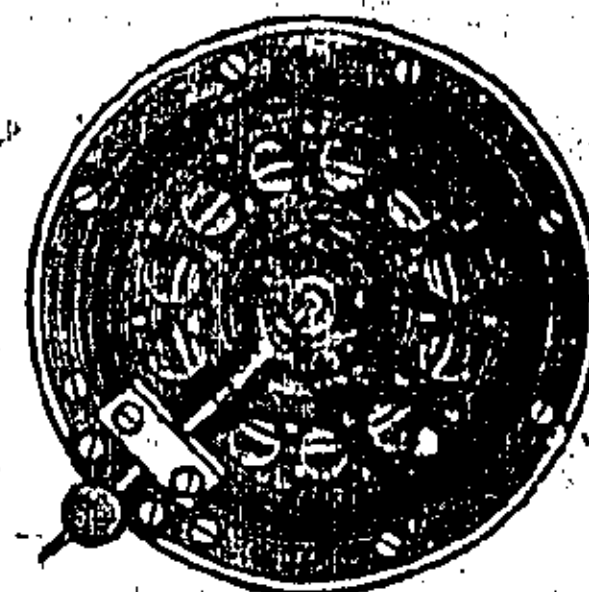
NON-STOP FLIGHT.

FROM EUROPE TO PHILADELPHIA.

Philadelphia, August 5.

The *Philadelphia Bulletin* offers \$25,000 for the first non-stop flight from any European capital to Philadelphia within a year. — *Reuter's American Service.*

SOMETHING NEW!



THE

Symphonic PHONOGRAPH REPRODUCER

Will Make Your Old Gramophone Play Like the New Ones Now on the Market.

Price \$16.00, Take One Home and Try. Your Money Back if not Satisfied!

at

TSANG FOOK PIANO COMPANY.

8, Des Vœux Road Central

(Entrance Joe House Street.)

Telephone C. 4048.



IT'S QUALITY THAT COUNTS

METALS

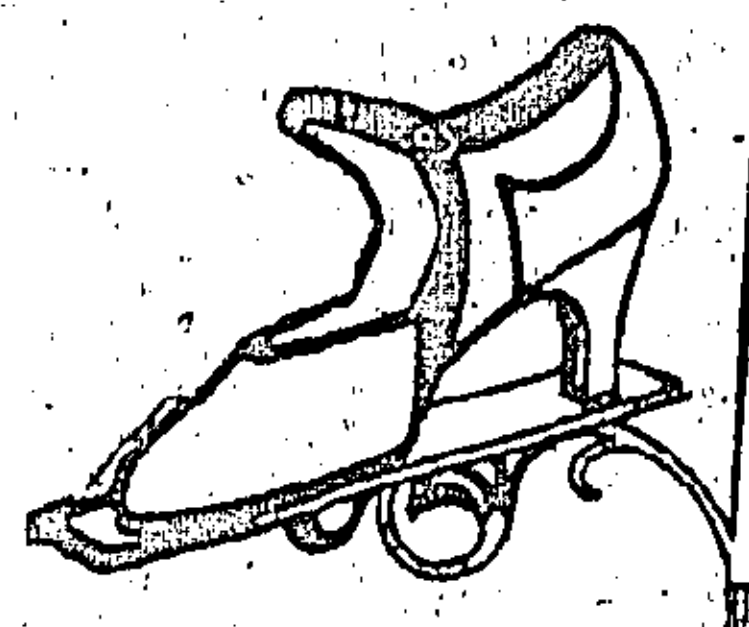
of all kinds especially for ship-building and engineering work. Complete stock. Best Terms. Immediate delivery.

SINGON & CO.,

ESTABLISHED A.D. 1880.

HING LUNG ST.

2, Bone Central 515.



T. NAKAO

Japanese Shoe Expert. TORTOISE SHELL BOXES AND CASES A SPECIALITY

Hongkong Hotel Building, Queen's Road Central.

MRS. SEKAI

MASSAGE

2nd Floor

Duddell 2, Street Hongkong.

SALESMAN SAM

Or Worse—

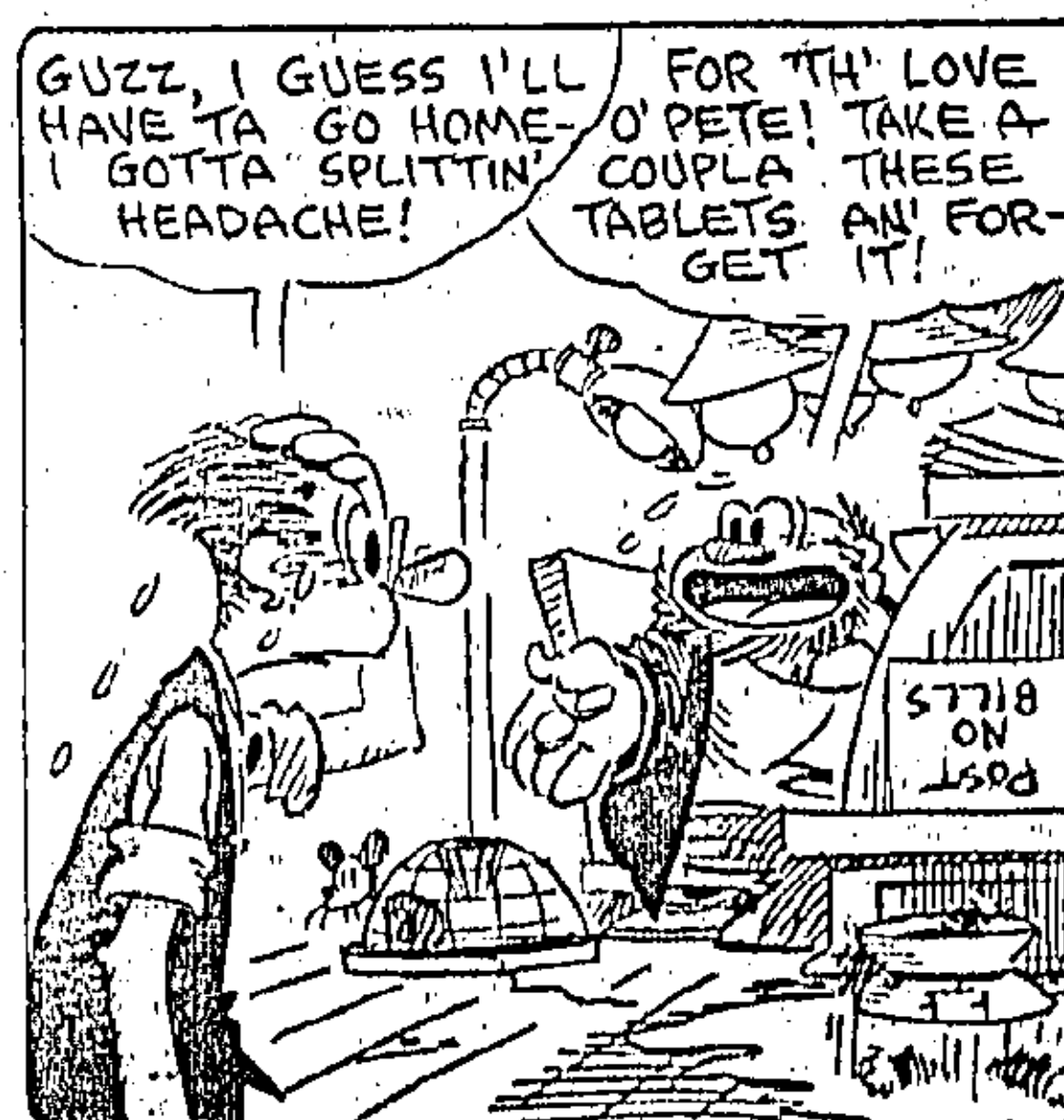
By Small

Avoid colds

By taking SCOTT'S Emulsion which promotes the strength to resist coughs, chills, colds, influenza and all bronchial affections. Ask for

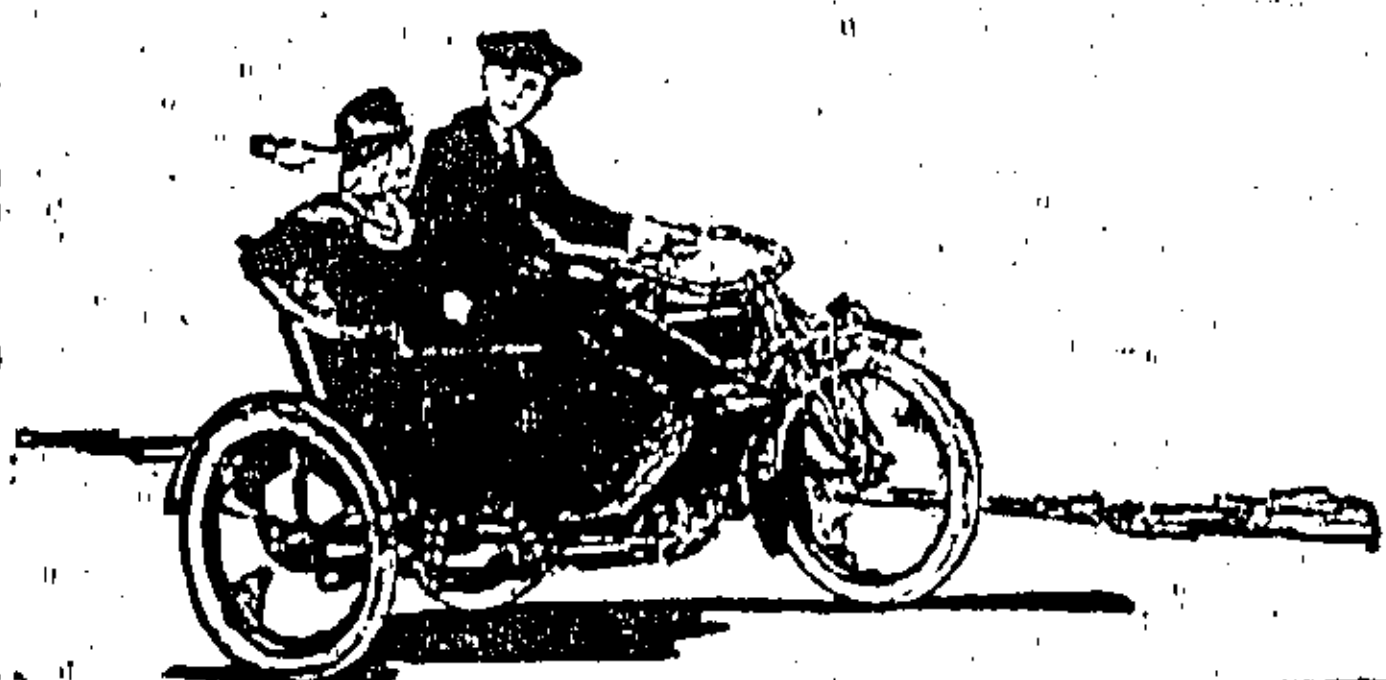
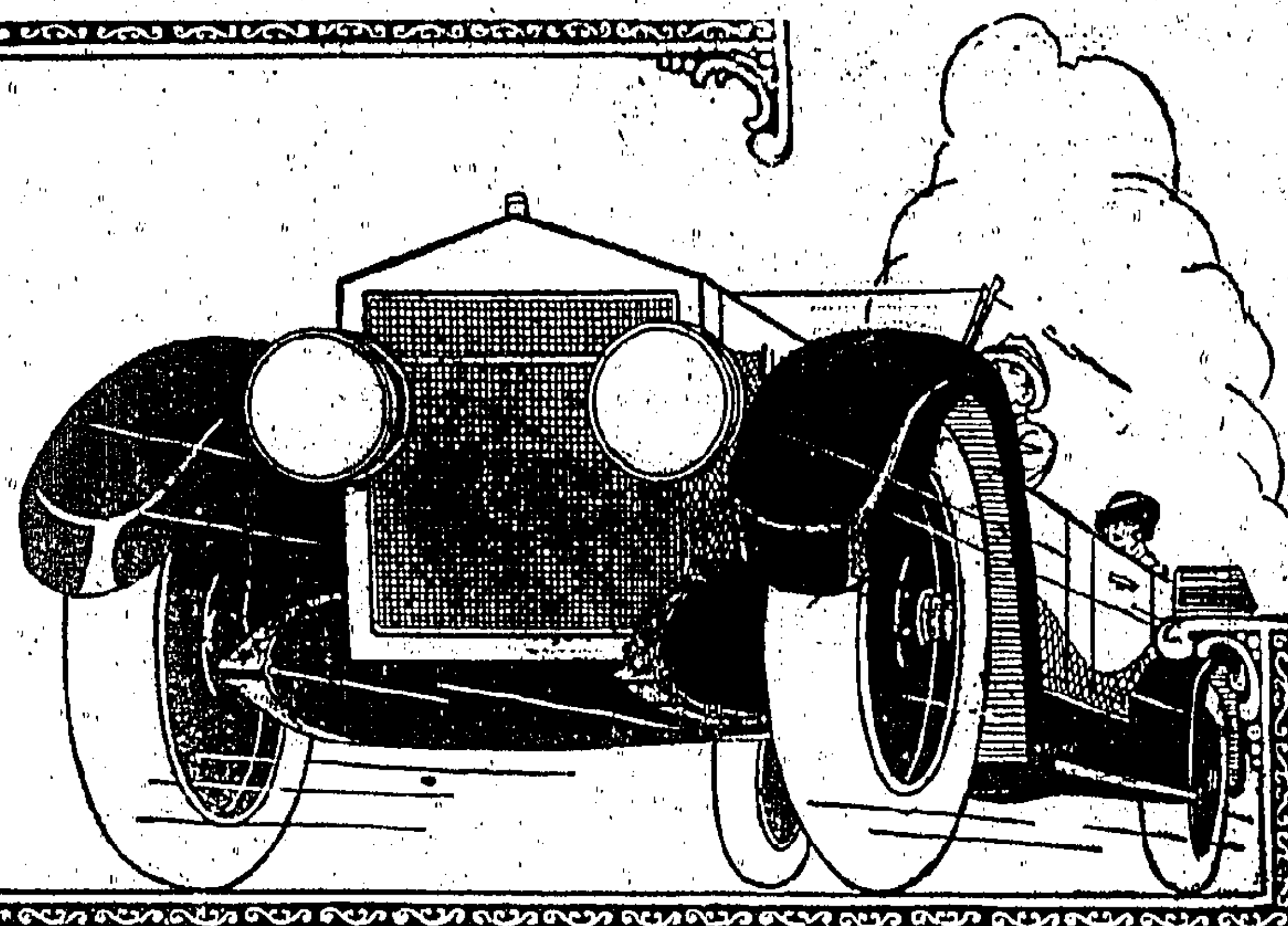


SCOTT'S Emulsion The protector of life



MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.
SATURDAY, 6th AUGUST, 1927.
Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



CURRENT COMMENT

Willful Damage.

It would appear that a deliberate attempt to puncture the tyres on motor vehicles was made recently, when a nail, which was held upright by a length of wire, was picked up in the Central district. The wire was twisted into the form of a long loop, on one end of which the nail was fixed so that when the loop was laid flat on the ground the nail was held in an upright position. This device has found its way to the Traffic Office and it is difficult to see for what other purpose it could have been fashioned except for the purpose of puncturing tyres. Should other similar devices be found on the roads they should be reported so that steps to catch the offenders can be taken if there is any repetition of this nuisance.

A Gasolene Danger.

A recent mishap at Home, when gasolene issuing from a roadside pump was ignited by a cigarette which was being smoked at the time by the driver of a motor cycle while filling up, calls attention to a very real danger, which is probably not greatly appreciated by motorists generally, and it would perhaps not be out of place to sound a warning to motorists not to smoke or allow fire of any kind and however insignificant to be close to an open tank or pump. In the case cited the cigarette ignited the gasolene and the motorist was so badly injured that he had to be treated at a local hospital. Further his motor cycle was destroyed. It is not uncommon in both Hongkong and Kowloon to see drivers indulging in this risky practice, and although in most cases it is done unthinkingly, a serious flare up is likely to happen.

Barker Road.

We understand that provisions are being made which will allow motor traffic to use Barker Road in the future. At the present time, doctors' cars and motor ambulances are permitted to proceed as far as the Victoria

Hospital, a necessary exception to the existing "No Motor Traffic" regulation. Before the road is opened to general traffic, it will be necessary to widen certain parts of it, and part of the work has already commenced. When completed, the scheme will doubtless be greatly appreciated by motorists who desire to proceed either to the hospital, or to houses situated in the vicinity.

Obstructions.

We would like to again refer to the obstruction caused by trees in Queen's Road East between Murray Road and Arsenal Street. It should be taken into account that probably more vehicles travel on this route than on any other thoroughfare in the Colony. Although trees may impart a restful and artistic effect, they should surely not be permitted to stand well out on to the roadway, especially when it happens to be a particularly busy one. During the last few months, several districts have received attention in this respect, and we trust that the locality mentioned above will be dealt with in the near future.

A Dream.

Our comment last week on the benefits to be derived from a through motor road to Canton, has, as we almost expected, been received in some quarters as an altogether too idealistic suggestion. We must confess that the present time would not appear opportune for the investigation of such a project, but that immediate circumstances should be against progress, which in every way is desirable, both to Hongkong and Canton, should not cause the suggestion to be dubbed as fantastic. The interesting photographs published elsewhere in this issue of the latest Bristol to London Motor Bus service might well have a local interest in the future, and the mental picture of such a service running between this Colony and Canton, is, to say the least of it, attractive, in that it portrays an era of prosperity and friendliness which is so desired.

"GENERAL MOTORS."

New Agents Appointed.

An interesting announcement is made elsewhere in this issue in connexion with the Hongkong representation of three famous motor vehicles, namely, Buick and Oldsmobile cars, and G.M.C. trucks. These are three of the most important products of the General Motors Corporation, and they are now represented by The Dragon Motor Car Company, Ltd. This arrangement became effective on August 1st.

We are informed that the present 6-cylinder Oldsmobile is an entirely new type, embodying many excellent features, one of the most popular of which is the European type rigid side curtains. This particular curtain arrangement is entirely independent of the top, and the models now on route will be so equipped. The Oldsmobile, by the way, is a car which should meet with wide favour in Hongkong, possessing an extremely attractive appearance, a smooth and powerful engine, while it is notable for the comfort and finish of the body work.

Of the Buick, there is really little to say, so well-known is this car in Hongkong. It may be mentioned, however, that the 1928 model was put into production by the Company on August 1st, and although there is naturally a heavy demand, twenty-four of the new models have been reserved for Hongkong. This does not mean that they will all be shipped at once, but a definite promise has been made to the Dragon Car Company that the first shipment will be made within the first ten days of this month. They may therefore be expected here during the month of September, and it is expected that there will be a big demand for the first lot to arrive.

Regarding the G.M.C. truck, this vehicle has been acclaimed as the "most modern of trucks," and judging from the huge sales in other parts of the world, the claim certainly appears to be justified. Both one and two-ton models are made in a variety of different wheel-base lengths, and they are powered by the famous Buick valve-in-head motor. For the heavy work required of commercial vehicles in this Colony, the G.M.C. trucks are especially suitable, and with the service of the Dragon Company at the back of them (which remark also applies to the above mentioned cars) buyers should not require a great deal of persuasion.

SPEED LIMITS.

Europe's Variations.

London, July 3.—While England is considering either increasing the speed limit of auto traffic, or abolishing it altogether, traffic experts are looking over the wide range of speed regulations in various parts of Europe.

This runs the gamut from the low limit of three miles an hour in congested parts of Bulgaria to no limit at all in northern Ireland.

The average speed limit runs around 25 miles an hour in open country, but for city driving it ranges from four to 15 miles. Traffic, however, especially in cities like Paris, Berlin, Vienna and Brussels, shows that the police officials are rather lax in enforcing the laws.

Finland has a limit of 28 miles an hour on the best roads by day, but at night this limit is cut down to 12½ miles an hour.

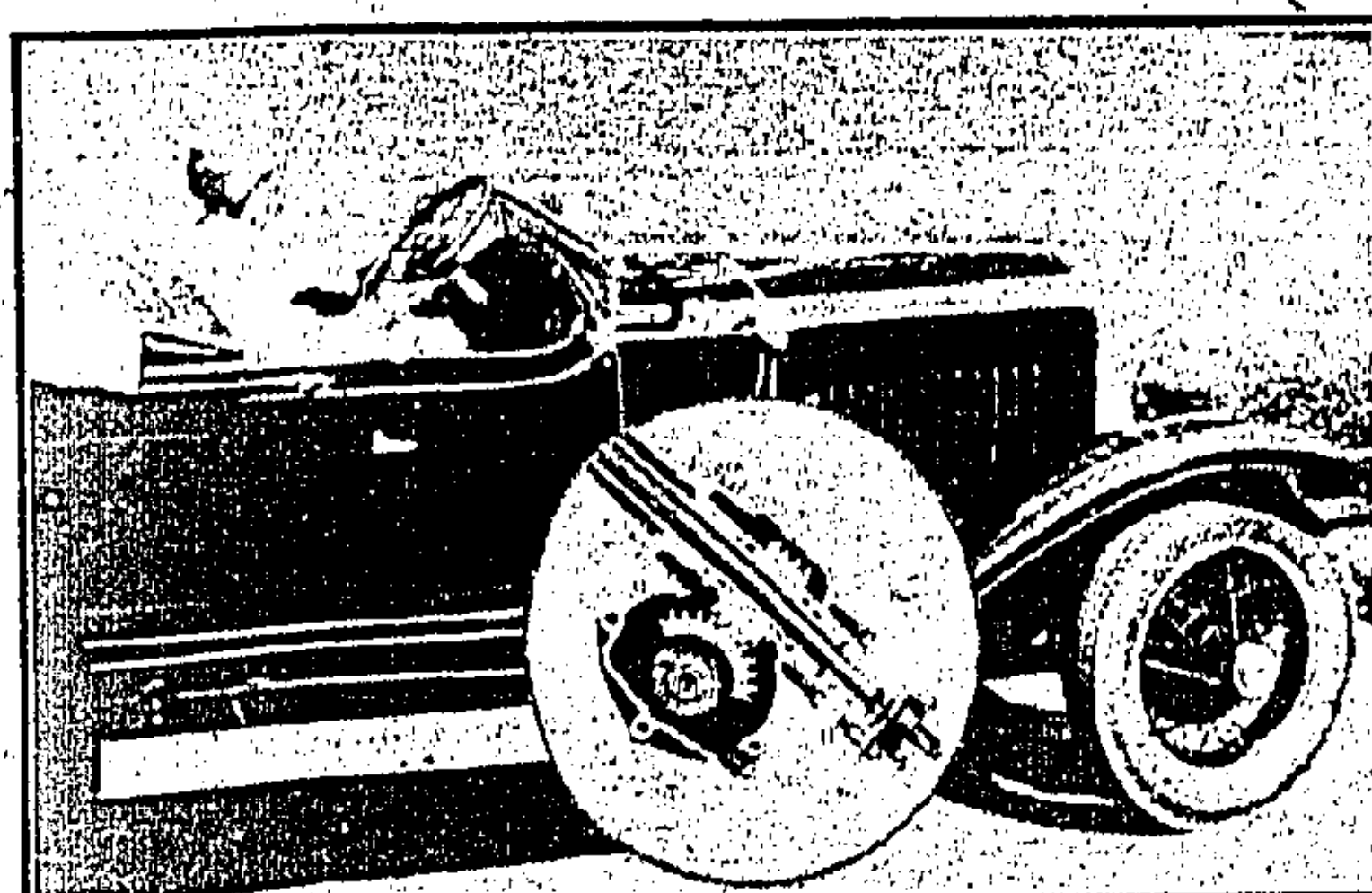
Bulgaria has gone even farther. Drivers are forbidden to smoke or speak while driving through towns or other congested districts where the speed limit is from three to eight and a half miles an hour.

THE DEFINITION.

"What is ostentation, father?" "Ostentation, my boy, is what makes a man try to lean back in a baby Austin."

STEERING EASE.

The LaSalle System.



"But does the car steer easily?" is almost the first question a woman asks when purchasing her automobile.

Startling engineering changes in motor car design of recent years have not been so pronounced as refinement of the existing mechanism that makes the modern car such a preeminently comfortable means of transportation today.

Steering mechanism is but one of the problems upon which the country's best engineering brains have concentrated and the question was made more difficult by the introduction of the balloon tyre which caused heavy steering.

But research has solved the problem with the result that the large high-powered automobile of today has created a new market among womenfolk, who previously were unable to handle such cars. The matter of steering was given particular attention in designing the LaSalle, the companion car to Cadillac.

With a steering ratio of 17 to 1, the LaSalle employs a worm and sector type steering gear in which the thrust of the worm is taken on ball bearings, meticulous care being employed in its manufacture, so that an accurate fit of all parts throughout the steering gear is assured.

This is one of the best types for eliminating friction loss and

the reduction, while resulting in remarkably easy steering, does not require excessive motion of the hands and arms to control the wheel.

Another contributing factor to the LaSalle's ease of steering is the angle of the front wheel spindle-bolts, which gives the absolutely correct caster and camber.

Set at an angle that permits of the most convenient position for effective driving, the steering column is surmounted by a rubber composition wheel, eighteen inches in diameter, having a narrow gauge rim which is a distinct departure from the wide gauge rims in general use.

Besides lending an attractive note to the car interior, this narrow rim enables women drivers to grasp the wheel easily and lightly, while the fact that the wheel has a large diameter gives a wide leverage.

LaSalle's ease of steering is especially appreciated in city use, where the tremendous congestion of traffic results in much mental and physical strain unless a car can be easily handled.

In the opinion of Ernest W. Seaholm, chief engineer of the Cadillac Motor Car Company, the ease with which the LaSalle can be handled is one of the chief reasons for the high percentage of LaSalle sales to women.

THE CUNNING PROSPECT.

He stopped in the street.
And he said to himself
In a voice indignant:
"Well, I've suffered some pain
"But which will I buy?
"For I will buy a car."
And he added a sigh:
"Oh, how many there are!

He spoke in a crowd.
A crowd that was thick—
In a voice that was loud:
"Well, I've suffered some pain
"But which will I buy?
"For I will buy a car."
And he added a sigh:
"Oh, how many there are!

To his office he strolled
At a leisurely pace.
And behind him there rolled
All eager to trace
This prospect the mob
Who marked him as prey—
And, hot on the job,
With his name rushed away.

So, soon there were miles
Of cars at his door.
And salutes, with smiles,
Encumbered the floor.
Admiring he might

If pleased buy a bus,
This scheme was quite,
Unperturbed by the fuss.
And there began
An unending joy-ride.
All according to plan;
For he couldn't decide.
He'd go for a spin
Each night and week-end;
But no one could win
For he wouldn't unbend.

If tried on the flat
He'd sigh for a hill—
The mountains at that—
With consummate skill
He'd lead them aloft;
They'd take him to dine;
But he'd never yield
A pen on the line.

The years went and came
And found him unsold;
He kept in the game,
And, when he was old,
Still skillfully played—
Attended by nurses.
He only once paid:
That was for his hearse.
(Sydney Sun.)

SEVENTY-FIVE—AND THEN SOME.

The owner of a newly acquired and powerful car of foreign make was demonstrating its capabilities to a friend. As they sped up a main road, the friend glanced at the instruments and remarked—"Your speedometer must be a bit fast, surely we are not doing seventy-five?"

"My dear fellow," replied the owner, "the makers tell me the speedometer is absolutely accurate"—and just as he uttered the last syllable an Austin "Seven" tooted and flashed past them. This is true.—Motor.

MOTOR TALK.

Confusion in Terms.

If, while in England, you ask a garage man to lift your hood, don't be surprised if he takes your top down instead.

Or, if he asks you how your bonnet happened to get so muddy, don't make the mistake of doffing your hat and inspecting it.

The confusion lies in the difference in motor expressions between England and America. "Hood," in England, is termed "top" in America, and the word "bonnet" takes the place of "hood."

So it is with other words: Strangler for choke, saloon for sedan, screen for windshield, accumulator for storage battery and so on.

GOOD NEWS

WE HAVE PLEASURE IN ANNOUNCING THAT THE 1928 HARLEY-DAVIDSON MOTOR CYCLES ARE DUE HERE ON SEPTEMBER 20th., SO WHY GET A 1927 MODEL WHEN YOU CAN SECURE A 1928 MACHINE NEXT MONTH?

Many Improvements.

For further details telephone K. 1242.

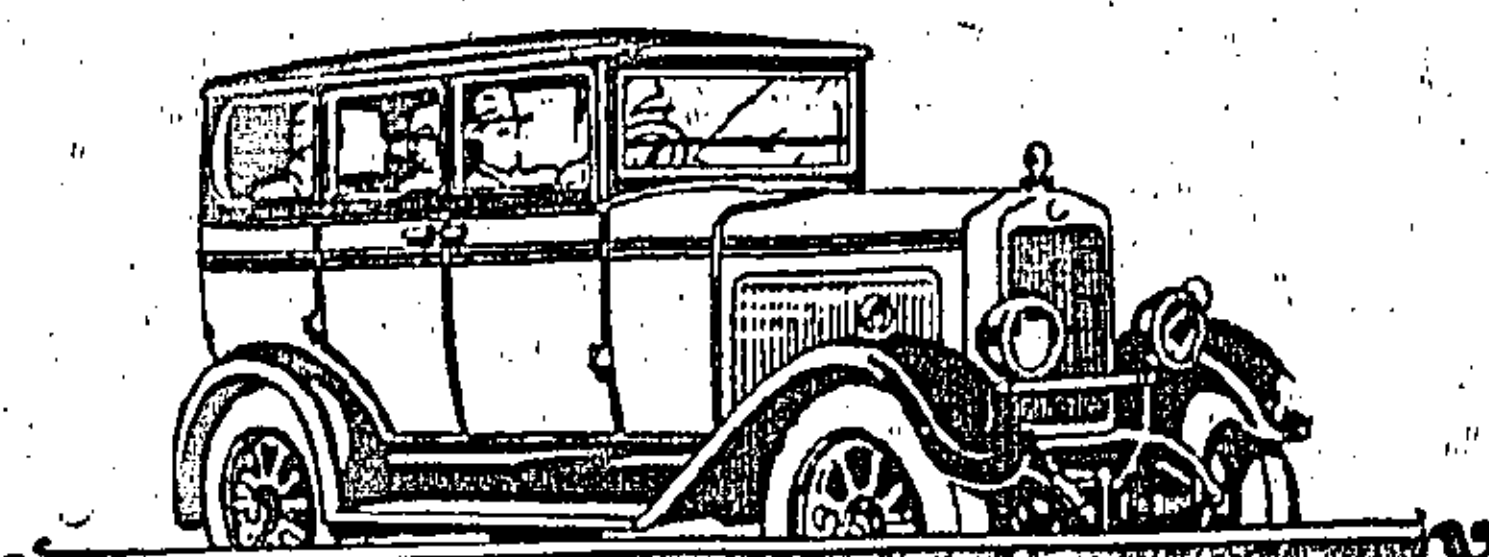
THE GASCON MOTOR CO.,

2, Kwong Wah Road (Opposite The Steam Laundry)

Telephone K.1242.

REPAIRS UNDERTAKEN ON ALL MAKES OF MACHINES.

Officially Approved! Mobiloil for Morris Car.



YOU bought a Morris motorear because it fits your requirements perfectly. Mobiloil because it fits your Morris exactly. Mobiloil for Morris engines is officially approved by Morris Motors, Ltd.

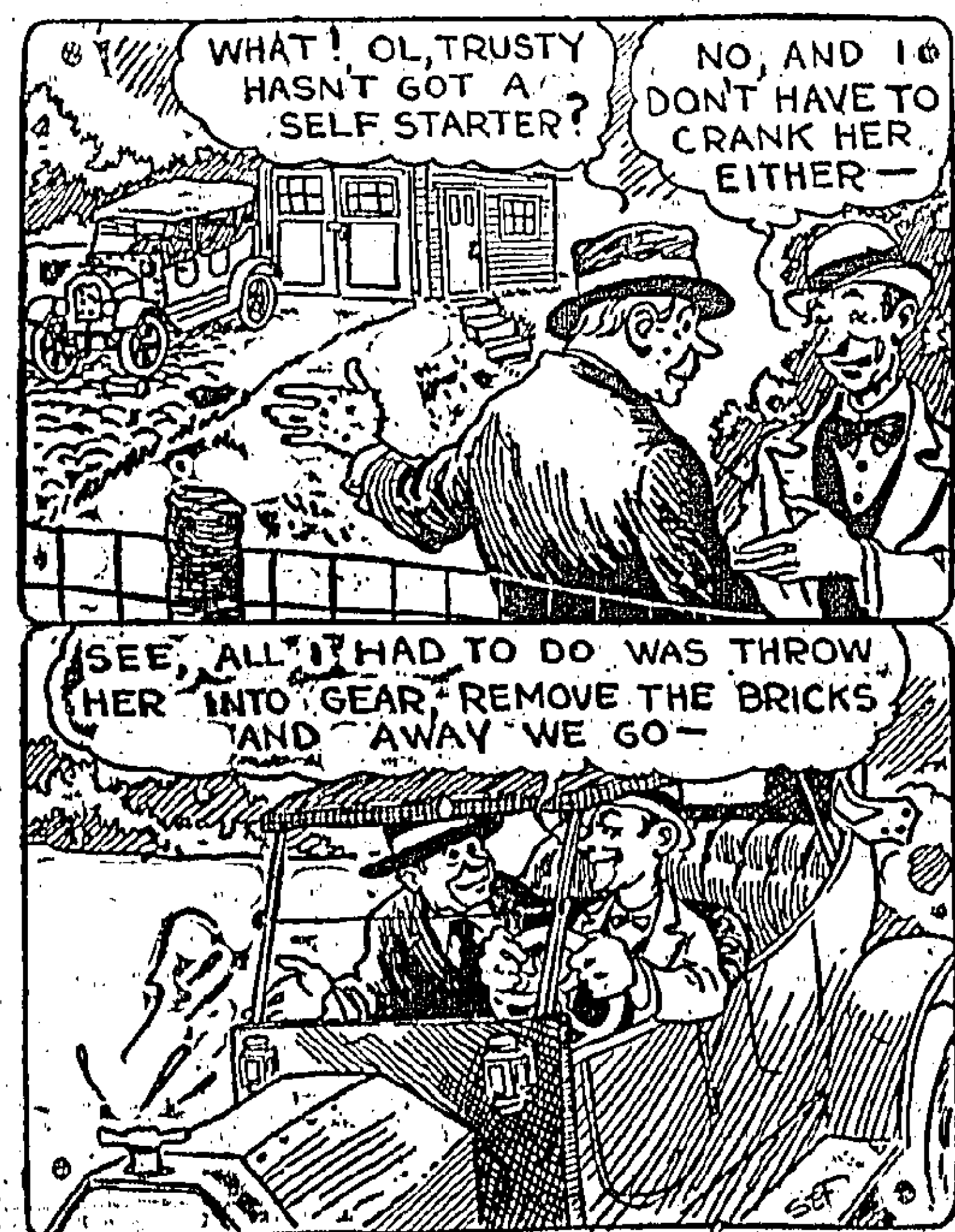
Follow the recommendations in the Mobiloil Chart. Use Mobiloil "A" in all 11.9 h.p. and 14.28 h.p. models. For all 15.9 h.p. models use Mobiloil "BB". Mobiloil "C" should be used for the gearbox and rear axle of all models.



Mobiloil

Make the chart your guide

VACUUM OIL CO.



WHEN YOU BUY AN AUSTIN SEVEN

IT IS
LIKE
PUTTING
MONEY
BACK IN
YOUR PURSE!

You save in initial outlay, in upkeep, in garage expenses, in fact, in everything!

You gain in service, in care-free running, and in the knowledge that the Austin always gets you there for the least possible expenditure on fuel and oil.

JOIN THE RANKS OF AUSTIN ENTHUSIASTS TO-DAY, by paying the few dollars which bring one of these famous little machines to your door. Balance to suit YOU. What could be fairer?



ALEX ROSS & Co. (China), Ltd.
Princo's Building. 2 floor.--Ice House St. Entrance.

THE MOTOR UNION INSURANCE CO. LTD

Incorporated in England
(Under the auspices of the Automobile Association)

BEFORE INSURING CONSULT US ON
OUR COMPREHENSIVE POLICY

Local Agents:—
THE UNION TRADING Co., Ltd.
Princo's Building. Phone C. 587.

CHINA UNDERWRITER, LTD.

FOR

ALL CLASSES
OF

MOTOR INSURANCE

WRITE FOR PROSPECTUS

HEAD OFFICE:— TELEPHONE:—
ST. GEORGE'S BUILDING, HONGKONG. C. 1121-2

No Deposit!!

Just drive the Car away
and pay at your Leisure:
Call in and learn how easy
it is to own

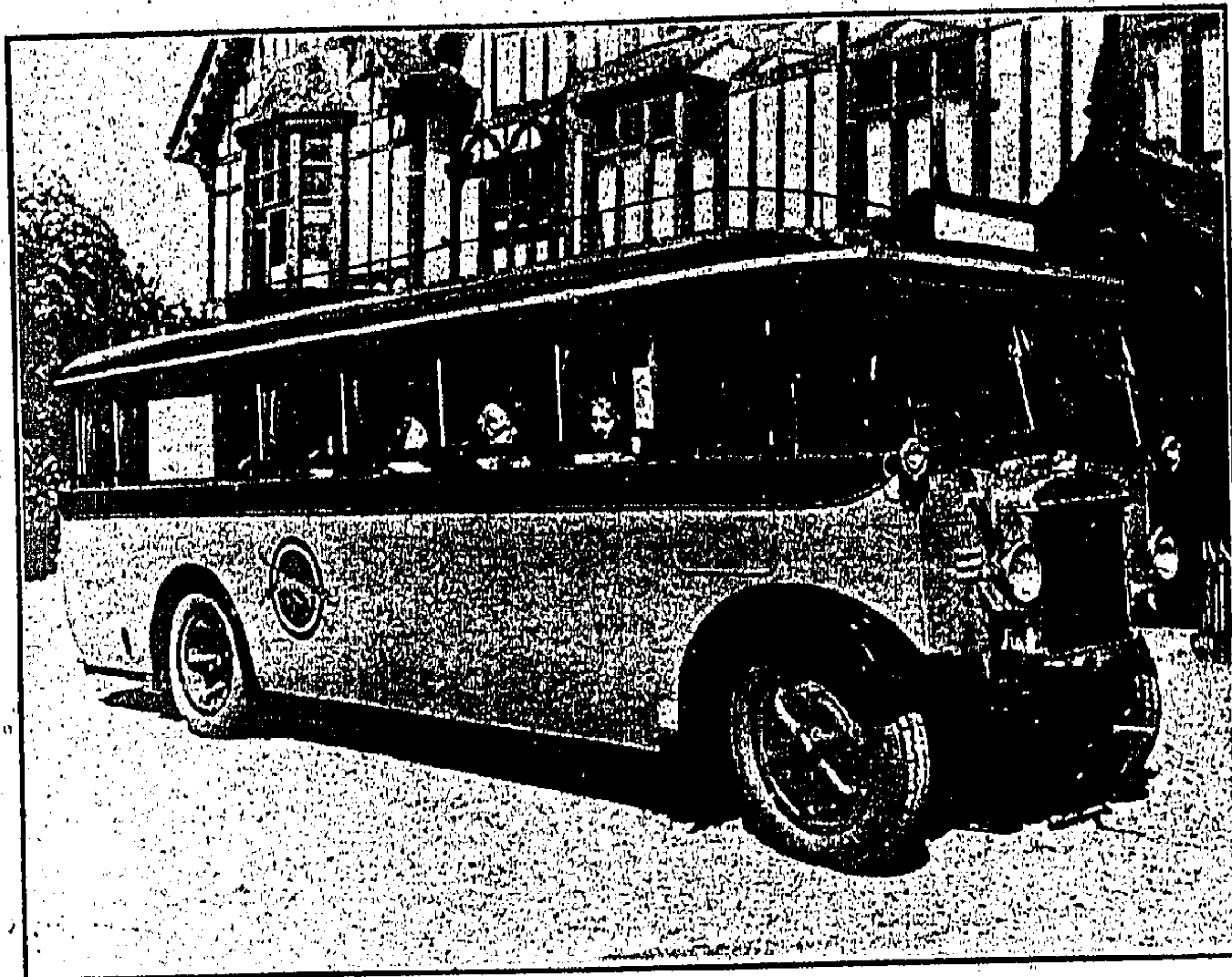
**A BEAN,
HUMBER
OR
CLYNO,**

On our attractive easy payment system.

LANE, CRAWFORD, LTD.

LUXURIOUS SALOON BUSES IN ENGLAND.

New Coaches for Bristol-London Service.
(Special Report to the Hongkong Telegraph.)



Four new saloon buses, exceeding in luxury those at present in service, are shortly to be placed on the Bristol-London route by Greyhound Motors Ltd., whose enterprise in operating a long distance coach service between these two cities has been rewarded by a steady increase in business.

The new coaches are of more than usual interest, being, without doubt, the most luxurious vehicles of their kind yet produced in this country.

The chassis is an Associated Daimler "Model 416A" fitted with a 35/40 h.p. poppet valve engine. It has a frame height of only 2' and, with 38" x 7" pneumatic tyres, and four wheel brakes, provides an ideal basis for this type of vehicle, being fast and silent in operation.

The Exterior.

The buses present a pleasing exterior appearance, being finished in grey, dark red and black, with the well-known Greyhound device on the side. There is a wide entrance at the front of the near-side, affording easy access to the interior, which immediately impresses one by its cosy and inviting appearance.

The bus is divided into three main sections: the front and largest, containing 18 seats arranged in conventional fashion, the centre, having on one side a lavatory and on the other a small buffet. The rear portion, which is the smoking saloon, contains seats for 8 persons.

The seats throughout are exceptionally comfortable, and are covered with red antique leather and fitted with head rests. The seated passenger has in front (on the back of the next seat) an oval mirror, a gusseted pocket

for containing newspapers and the like, and by pulling a tab a small folding table with a glass top can be released, which is arranged in a convenient position for accommodating a lunch tray. In a handy position at the passenger's side a bell push is fixed, for summoning the steward, and an electric light switch controlling the roof light above each seat. The four large windows on either side of this portion are fitted with Strachan & Brown mechanism, by which they can be raised, or lowered by compressing a small catch. All the windows, incidentally, are of plate glass.

The floor is covered with pile carpet laid on felt, in all parts except the buffet and lavatory, where lino is used. The whole of the cabinet work is of inlaid mahogany and bevelled edge plate glass mirrors are fitted front and rear. White linacrusta, embossed with a tastefully executed design in dull gold, covers the ceiling, whilst heavy fringed curtains are fitted to all windows.

The heat from the engine exhaust can be directed and utilised to provide warmth for the interior, and carpet-covered footrests further contribute to the customer's comfort.

The Buffet etc.

A curtain separates the front portion of the bus from a short corridor leading to the smoking compartment, on either side of the corridor there are sliding doors, that on the nearside leading to the lavatory and the other to the steward's cabin. The former is provided with a washbowl with tap, water being drawn from a 20 gallon tank carried on the roof, a patent type of convenience is provided and cupboards for soap towels, etc.

In the steward's cabin there is a sink and draining board and large cupboards for food, drink, cutlery and china. Plugs are provided for electric kettles, boilers and toasters and an electric bell communicating with the driver is supplied.

These two small compartments are located directly over the wheel arches, and are fitted with frosted glass windows which drop about three inches.

The Smoking Saloon.

A mahogany topped table with folding flaps is provided in the smoking compartment. The seats here are arranged around the sides in "sociable" fashion. A door is fitted on the near-side of this compartment. Ash trays and match strikers have been provided throughout the vehicle, so that smoking apparently will not always be confined to the rear portion.

The driver's compartment is entirely separated from the rest of the bus by a partition, but a sliding window enables the driver to communicate with passengers and vice versa.

Luggage is carried on the roof, a ladder being provided for easy access.

Provision has been made for the installation of a wireless set and loud speaker, but this has not yet been carried out.

The firm responsible for the coachwork and complete equipment is Messrs. Strachan & Brown of Acton.

FURTHER FIAT MOTOR SUCESS.

Under the formula employed by the Royal Automobile Club of West Australia for its hill climb at Lesmurdie-Kalamunda, first prize was won by Blith on a Fiat 501 in the class for cars of less than 15 h.p., and by Smith on a Buick for cars of more than this horsepower.

The rules required the cars to be absolutely standard models, carrying their full normal equipment, without any change. Results were based on a formula

comprising the horsepower multiplied by time in seconds, divided by the weight of the car in pounds. On this basis the 10-15 h.p. Fiat driven by Blith took first prize with Sainsbury on Austin second and Plaistove on Riley third. The others in order of merit were Stewart on Austin, Chute on Rover, Hunter on Armstrong Siddeley, Anderson on Fiat, Berryman on Austin, Bugg on Singer and Douglas on Austin.

In the big car class Smith on Buick was followed by Collier on Chrysler, with Madden on Nash in third place, the next in order of merit being Murphy on Nash and Cranston on Ford Special.

DISILLUSIONMENT.

LATEST FORD STORY.

The latest Ford story, told by Mr. Henry Ford himself. A schoolboy recently sent him a dollar "for a motorcar," and Mr. Ford, tickled by this show of optimism, caused the boy to be brought to the Works and shown round, so that he could select a car to suit his taste. "Well, sonny," asked Henry, afterwards, "what sort of a car would you like?" "I'd like my dollar back," replied the lad firmly.

UNIFORM MOTOR LAWS FOR U.S.

New Campaign Receiving Strong Support.

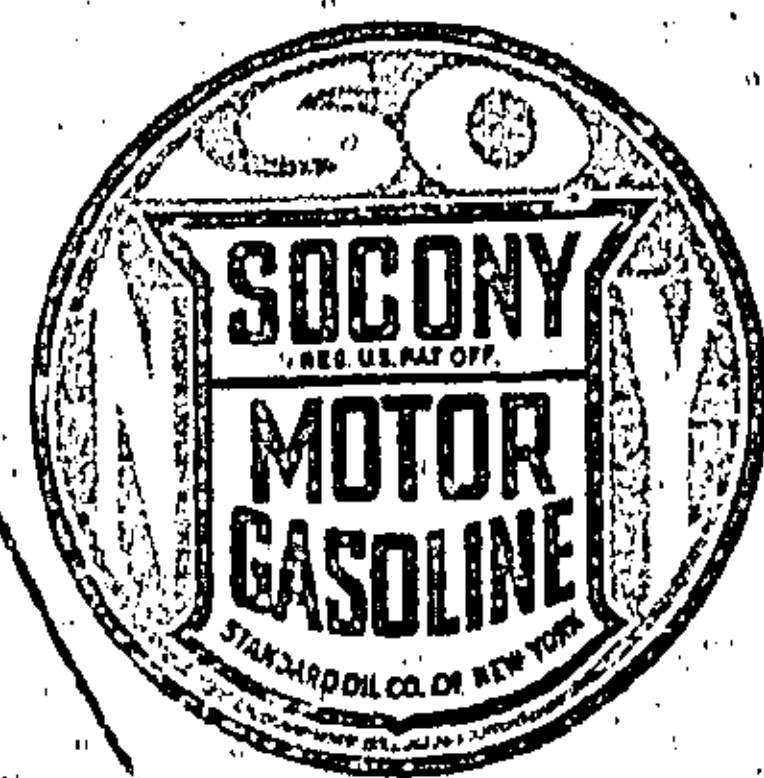
Strong support is being gained in the second stage of the campaign for the national uniform vehicle code, state advices reaching the Automobile Club of Southern California. The chief effort being made now is to gain the indorsement of the various States. Legislatures are meeting this year in forty-four of the forty-eight States of the nation, and the majority of them are not to meet again for either two or four years. The most vigorous activity to enforce the uniform law is therefore

necessary during the present year, it is pointed out.

The first step in the battle for the uniform vehicle code was taken when the plan was finally adopted at Secretary Herbert Hoover's National Conference on Street and Highway Safety in Washington last March. The official draftsman for this code to make motorizing laws the same in all parts of the country was J. Allen Davis, associate counsel of the Automobile Club of Southern California.

New England and other far northern States are enthusiastically favouring the uniform law, according to reports received, while conditions are reported hopeful in the Middle Western and Southern and Western States. The plan for uniform vehicle laws is gaining strong support generally, it is stated.

Give your
high gear
some
exercise
on the hills
by using
the
gasoline
that brings
the mountains
down to
the motorist



SOCONY
Gasoline
and
Motor Oil

STANDARD OIL CO. OF NEW YORK, 26 Broadway

LEE GARDENS

First Concert Season, under the distinguished patronage of His Excellency
The Governor, Sir Cecil Clementi, K.C.M.G.

FINAL CONCERT

THE BAND OF THE

1ST BATTN. THE CAMERONIANS

By kind permission of Lieut. Col. E.B. Ferrers,
D.S.O. and Officers.

CONDUCTOR: MR. HORACE E. DOWELL, L.R.A.M.

ALSO

THOMAS ASTROFF

THE TALENTED FEMALE IMPERSONATOR

in

ORIENTAL & ECCENTRIC DANCES.

To-night at 9 p.m.

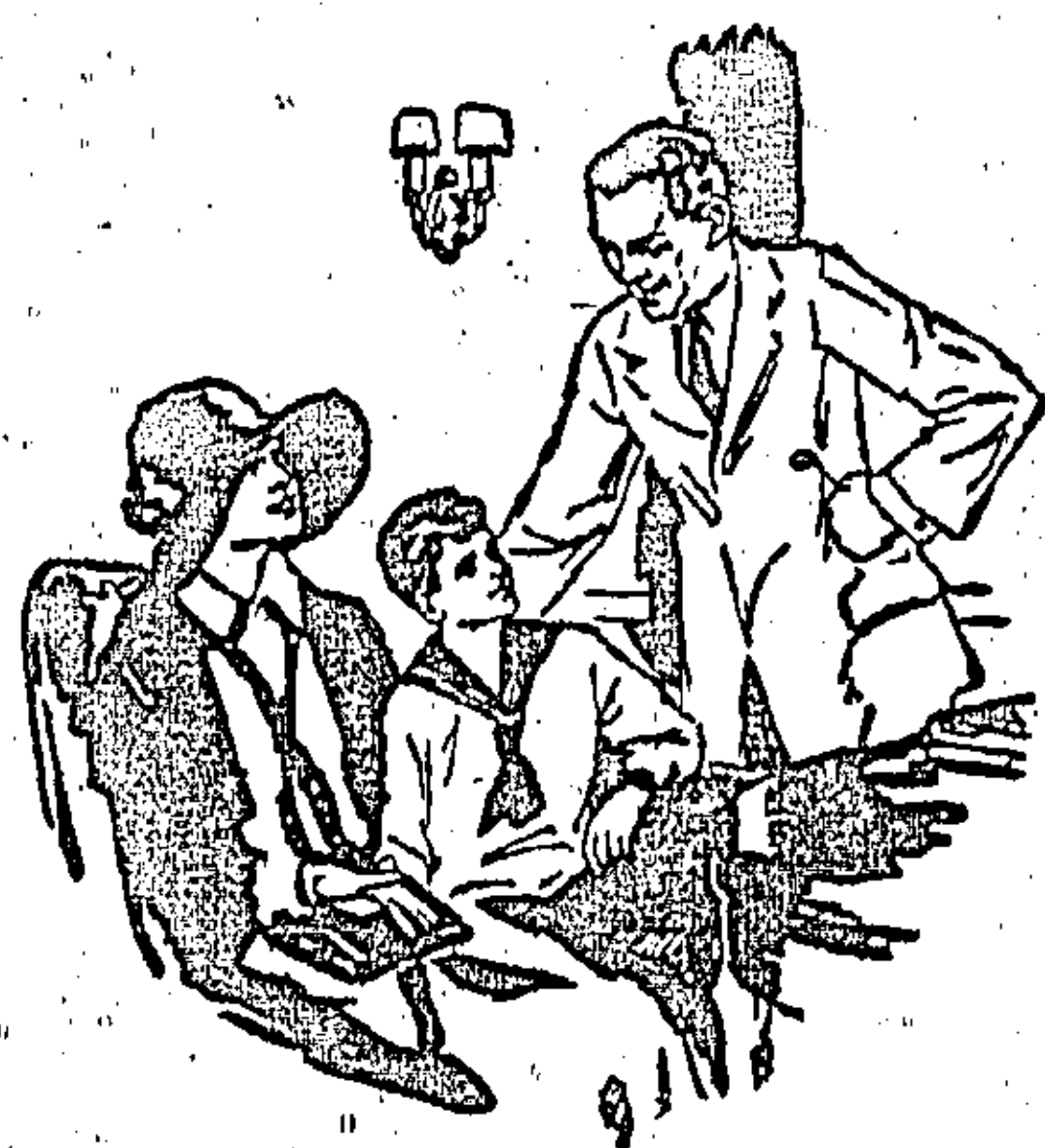
ADMISSION - - - \$1.00

Service Men in Uniform Half Price.

COME LASSES AND LADS!

JOIN IN THE

Fun o' The Fair



If you want whiter teeth, please
I make this remarkable test. It
will prove your teeth are not natu-
rally "off color" or dull.

It will give them clear and beauti-
ful whiteness. It will firm your gums
to a healthy color.

You are hiding your teeth with a
film coat . . . that is all

Dental science now traces scores of
tooth and gum troubles to a germ-
laden film that forms on your teeth.
Run your tongue across your teeth
and you will feel it . . . a slippery,
viscous coating.

It clings to teeth, gets into crev-
ices and stays. It lays your gums
open to bacterial attack . . . your
teeth open to decay. Germs by the
millions breed in it. They, with tar-
tar, are a chief cause of pyorrhea.

To Whiten Dull Teeth

A NEW WAY, based on advanced scientific
principles, that lightens cloudy teeth; that
restores off-color teeth to charming clearness

Send Coupon for 10-Day Tube

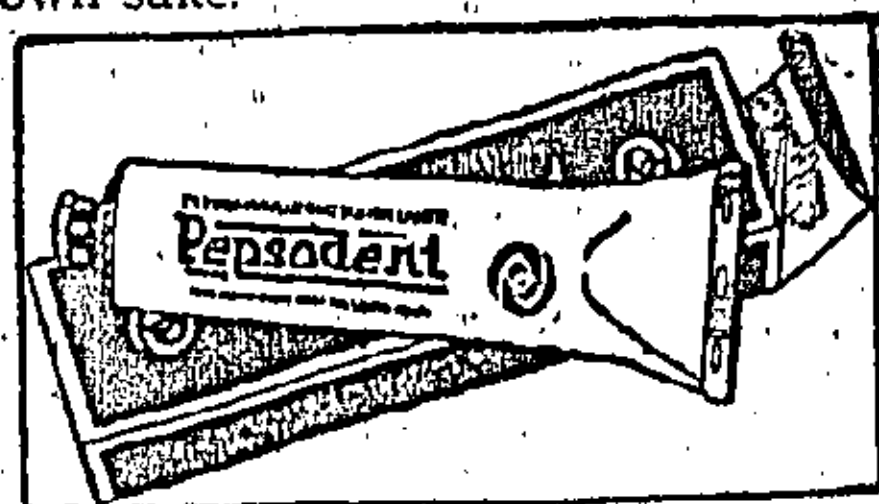
Mere brushing won't do
Ordinary dentifrices and cleansing
won't fight film successfully.

Now new methods are being used.
A dentifrice called Pepsodent—dif-
ferent in formula, action and effect
from any other known. Largely on
dental advice the world has turned
to this method.

It removes that film
And firms the Gums

It accomplishes two important things
at once: Removes that film, then
firms the gums. No harsh grit, judged
dangerous to enamel.

Please accept test tube
To prove results, send coupon for
10-day test or buy a tube—for sale
everywhere. Do this now for your
own sake.



Based on modern research. Advised by
leading dentists the world over. You will
see and feel immediate results.

10-Day Tube Free

W. S. SHERLY & CO.,
Dept. CH7-18, 6 Queens Rd. Central, Hongkong.
I enclose 3 cents in postage stamps for 10-day trial tube of Pepsodent.

Name _____
Address _____
City _____
Give full address. Write plainly. Only one tube to a family.

A TRADE ROMANCE.

THE STORY OF RUBBER.

From the time that Christopher
Columbus on one of his early voy-
ages to America found the natives
playing a crude sort of baseball
with a substance having a peculiar
and surprising elasticity, up to the
year 1839 rubber was an enigma
of the laboratory, a fascinating
challenge to the ingenuity and
genius of chemists and inventors.
Obviously the material had many
advantages. It was highly resis-
tent. Spread on cloth or imprug-
nated into cloth it made the fabric
waterproof. In a day before the
advent of high precision machine
tools it could effect a union between
metal and metal so perfect as to
prevent losses of water, of steam
pressure, or of efficiency.

But this rubber spread on a rain-
coat, for example, would melt and
run when the weather grew too hot,
would grow brittle and crack when
the weather grew cold.

Charles Goodyear spent years
in unrelenting toil, hardship and
poverty, and several times suffered
imprisonment for debt, in his en-
deavour to find a way of making
rubber constant in all temperatures
so that its strange qualities could
be put to use of mankind.

During this time he worked many
tons of rubber with his hands, mix-
ing it with various substances, at
the same time continuing his in-
ventions as a means of support. He
met with some slight success by
boiling the rubber with lime and
in 1835 was awarded medals at the
Mechanics Fair.

One day in 1839 while talking and
demonstrating to some friends in
the kitchen, a piece of rubber mixed
with sulphur accidentally fell on
the stove. It charred like
leather. Goodyear had discovered
vulcanization.

He followed up the discovery, still
experimenting, and in 1851 went to
Europe exhibiting specimens in
the Great International Exhibition.
He lived in England until May,
1858, when he sailed for the United
States where he died July 1st, 1860.
Goodyear's providential dis-
covery that the addition
of sulphur and heat would
make rubber constant in
all temperatures makes him not
merely the father of the rubber
industry but stamps him as one
of the great benefactors of mankind.

President Coolidge has let it be
known that Colonel Lindbergh has
placed before him a suggestion
for the establishment of sea land-
ing places for aeroplanes and sea-
sons. While the Government has
taken no action, there are indica-
tions that President Coolidge, who
considers the matter to be an in-
ternational one, would be willing
to listen to proposals for interna-
tional negotiations on the subject.



IT'S QUALITY
THAT COUNTS

CHARACTER ANALYSIS.

LIKE CAR, LIKE OWNER.

Little Rock, Ark., June 30.—
Look at an automobile and know
its owners.

This new method of character
analysis is the discovery of Pro-
fessor Oscar Cornelius, teacher of
automobile mechanics at the Little
Rock Senior High School, student
and observer of automotive de-
tails. Ninety out of a hundred
times Cornelius has succeeded in
hitting the nail on the head when
he attempted to describe a person
by the appearance of his car.

It's not so easy as you might be-
lieve, however. Only a practiced
mechanic can diagnose the entire
case of an auto owner, says this
professor. For it's the mechanic
who is in a position to observe all
the details that the unheeding
owner leaves behind him.

Cornelius explains his system:

"The person with easy-going
habits, inclined to put things off
until to-morrow, can instantly be
detected. The front or rear
license plate will be dangling, the
hugs loose and perhaps a curtain
flapping.

"Keep Your Car Clean!"

"Slovenly persons allow a coat-
ing of dust and perhaps splat-
ters of mud to hide the finish. On
a closed car the windows are per-



Oscar Cornelius.

haps spotted, the floor is usually
covered with scraps of paper,
ashes and what not and the uphol-
stering will emit a cloud of dust
when struck with the palm.

"Then there is the matter of
posture when driving. Some driv-
ers slump behind the steering
wheel or sit at an angle—the don't
care attitude.

"The methodical person of fixed
habits and of a good character
sits behind the steering wheel
erect but in a comfortable posi-
tion. Whenever a new squeak
appears, it is promptly attended
to. Side curtains are fastened
securely. The exterior and in-
terior of the automobile are free
from dust. The finish is spotless
although it may be dull because of
long use. The top and the floor
are kept clean.

Don't Get Excited!

"As a rule, this type of motor-
ist never allows his car to stand in
the rain when a garage is avail-
able.

"The observing mechanic can in-
stantly detect the motorist of even
temper. The driver who is ex-
citable, which is just another way
of saying that he is nervous, con-
tinually applies his brakes. He
clams them on, as the expression
is, instead of applying them gently
and firmly. He does not give an
even feed to the carburetor.

"Temper causes more damage to
the automobile than the usual
wear and tear. I have seen
grown, rational men become angry
and strike or kick the crank as
if it were a human being.

Keep Temper at Home!

"I have seen men attempting to
change tyres and when they didn't
progress as quickly as they be-
lieved they should, they slashed
out at the offending wheel with
their foot.

"If a man or woman allows a
balky automobile to cause a dis-
play of temper, isn't it reasonable
to assume their dispositions at
home are none too sweet?

"The person of even tempera-
ment does not spend nearly so
much in repair bills as the person
with an uncontrollable temper, or
a nervous driver.

"Driving courtesy is another
tell-tale clue of the disposition of
motorists but then that is known
to everyone."

WHITEAWAYS SALE

FURNISHING DEPT.

SPECIAL

BLUE TICKET BARGAINS

FOR

SECOND WEEK

THE "MONSTER"

STRIPED TURKISH TOWELS

A good hard wearing Bath towel. Good size

BLUE TICKET PRICE **75 cts.** each.
WORTH \$1.50

1500 Yards.

BEAUTIFUL ENGLISH CRETONNES

Suitable for Chair covers, Cushions etc.

Usual prices \$1.50 to \$1.95

BLUE TICKET PRICE **75 cts.** Yard.

24 only

COLORED DAMASK TABLE CLOTHS

Pure Linen, Hemstitched Borders, Colors: Saxo Blue and Gold

54 inches Square. Usual price \$12.50

BLUE TICKET PRICE **\$7.50** each

Napkins to Match 14 inches square
Usual price \$9.50

BLUE TICKET PRICE **\$5.50** dozen.

24 dozen

PURE LINEN HUCKABACK DAMASK TOWELS

Colored Hemstitched ends. Size 18 by 32 inches

Usual price \$1.50

BLUE TICKET PRICE **\$1.00** each.

60 only

SUMMER COTTON BLANKETS

Just the right weight for present use. White and Colored

Size 60 by 78 inches

Usual price \$3.95 to \$5.95

BLUE TICKET PRICE **\$2.75** each.

400 only

PLAID TRAVELLING RUGS

Dark Colors Fringed Ends. Size 80 by 57 inches

Usual price \$3.95

BLUE TICKET PRICE **\$2.50**

40 pairs

WHITE LACE CURTAINS

Good net and nice lace design.

Usual price \$15.50

BLUE TICKET PRICE **\$9.95**

300 only

CRETONNE CUSHIONS

Made from odd pieces of cretonne, etc., and filled good Kapoc

Worth from \$1.95 to \$3.50

BLUE TICKET PRICE **\$1.00** each.

4 only

ENGLISH MADE PERAMBULATORS

Extra large Size. Well sprung

Usual prices \$95 to \$195.00

BLUE TICKET PRICE **HALF PRICE**

FIRST FLOOR SHOWROOMS

WHITEAWAY, LAIDLAW & CO., LTD.

KOWLOON DOCK UNITED SERVICES CLUB

THE THIRD OF THE SERIES OF
OPEN-AIR CONCERTS

will be given on

SUNDAY, AUGUST 7th.

AT THE BATHING BEACH at 5 p.m.

(Kowloon Docks)

BY THE BAND OF

The 2nd Bn. THE WELCH REGIMENT.

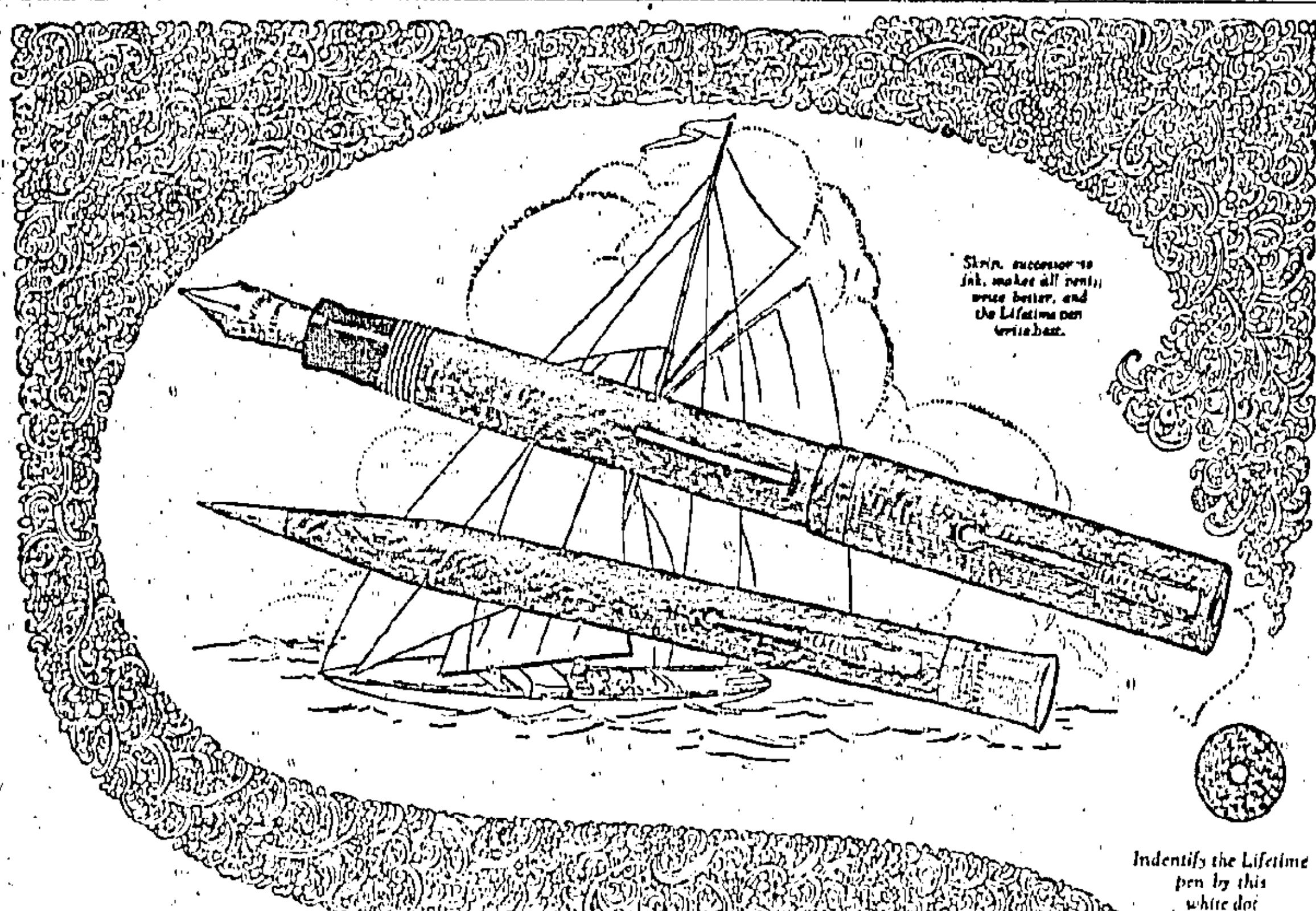
By kind permission of Lieut-Col. T. G. Mathias, D.S.O., and Officers

A launch will leave Statue Pier at 4.15 p.m.

Returning from the concert at 7.30 p.m.

Light Refreshments Provided.

TICKETS FIFTY CENTS EACH.

Smooth sailing for the pen
with the white dot

By deliberate choice the Jade Lifetime pen and oversize Titan pencil have reached an amazing vogue as high points in the dominant Sheaffer success. Because their lustrous beauty and high service quality are remarkably permanent, these twin masterpieces rank as surpassing gifts. Both made of jewel-like Radite and fashioned with the fine precision of the watchmaker's craft. Sold singly or in handsomely fitted gift sets. See Sheaffer's complete display at the better stores everywhere.

Lifetime pens and pencils in green or black. Blue Label Leads in the handy tin box. Sheaffer's Skip — successor to ink — makes all pens write better.

THE SUN COMPANY, LIMITED.
Distributors.SHEAFFER'S
PENS · PENCILS · SKIP

W. A. SHEAFFER PEN CO., FORT MADISON, IOWA, U.S.A.



ASAHI BEER

Special Brewed for Export

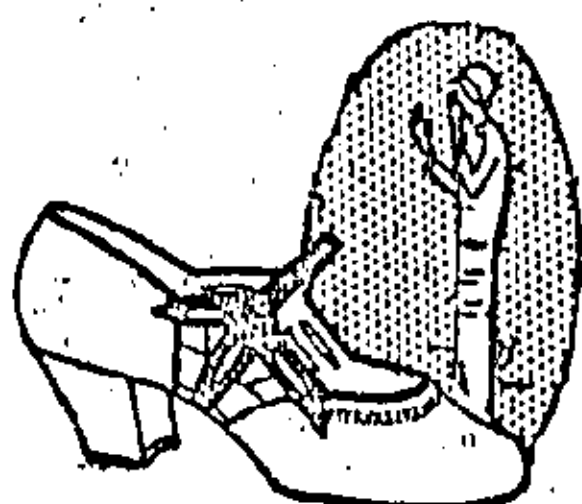
DAI NIPPON BREWERY CO., LTD.
TOKIO JAPAN

Solo Agents.

MITSUI BUSSAN KAISHA, LTD.
HONGKONG.Established 1912.
THE

ROYAL

SHOE STORE.

Ladies' Dancing and
Walking Shoes.
also Lizard Skin Shoes

MADE TO ORDER
Expert Fit and Good
Workmanship.
No. 1, D'Aguilar Street.
Opposite Yoo Sang Fat Co.
Telephone Central 3237

LOSS OF A MOTOR
CAR.

HOTEL KEEPER'S LIABILITY.

A very interesting and highly important judgment was pronounced by Mr. Justice Swift in the King's Bench Division of the High Court of Justice.

A common jury found for the plaintiff who claimed £276 10s. Od. in respect of the loss of his motor car while it was "parked" on a piece of land adjoining the hotel. It was stated by Counsel that the plaintiff went to the hotel for dinner and was told by the porter that as there was no room for his car in the street outside the hotel, he should put it on a "parking" place which adjoined the hotel. When the plaintiff was at dinner the car disappeared. It was alleged that the servants of the hotel did not keep the car safely, and because of their default the car was lost. In addition, the defendants implied the representation that the "parking" place was a safe and proper place in which to leave the car, and that sign boards indicated the same thing.

Judgment.

Mr. Justice Swift, in giving judgment, said that the case illustrated how the common law of England continued applicable to the changing circumstances of the everyday life of the people of this country. The long-established law with regard to an innkeeper's liability was to-day as applicable to chauffeurs and motor-cars as it formerly had been to people who rode on horses and drove in gigs.

The defendants had admitted that they had taken no precautions to look after the plaintiff's car. They said that they had simply provided facilities for the "parking" of the motor-car. He had no doubt that when the motor-car was brought to the defendants' hotel by the plaintiff it was put into the custody of the servants of the defendants. The plaintiff, it was true, drove his own motorcar to the place where it was left, but he did so under direction of the defendants' porter, and the defendants were just as responsible as if the plaintiff had got out of the motor-car at the door of the hotel and had left it to be taken or sent to the "park" by the hall porter. If he had taken the latter course he (his Lordship) would have had no doubt that the defendants would have been liable.

The piece of land where the plaintiff left his motor-car was commonly used by guests at the hotel for "parking" their motor-cars while they took their meals, and, for the purposes of the present case, it must, therefore, be taken to be part of the hotel. The relationship of innkeepers and guest existed between the defendants and the plaintiff, and the law had been plain for hundreds of years that an innkeeper was responsible for the safe custody of goods belonging to his guests which came on his premises.

He did not say that what had happened was the fault of the defendants. He decided nothing about negligence. His decision was based on the fact that the plaintiff's motor-car was lost from the defendant's inn. In those circumstances an innkeeper was liable for the goods which had been lost.

Judgment was entered accordingly for the plaintiff for £267 10s. with costs.

Sentence of death was passed at Kent Assizes recently on Eliza Emma Neal, aged 19, for murdering her six-months-old child at Bromley. A schoolboy, saw the girl throw a parcel into a pond, his attention being attracted by hearing a scream. Later he fished the parcel out, and found it contained the body of a child. When charged, the girl said: "I had nowhere to take it, and want to do away with myself." Dr. Morton said the girl was perfectly rational and showed no signs of remorse. The jury, including two women, recommended her to mercy on account of her age. The girl cried bitterly while sentence was being passed, and murmured, "I have nothing to say except that I am very sorry."

Wing-Commander S. Grant-Dalton, of Eastchurch, who lost a leg in the war, was the victim of a strange mishap at Bisley. He was one of the competitors for the championship of the Royal Air Force, in which one of the tests involves fire with movement. While rushing across the rough ground between the 600 and 500 yards firing points his artificial leg broke and he fell. He was taken to his hut, where he put on another limb, and then motorized rapidly back to the ranges. On this occasion he successfully traversed the ground, and secured 35 out of a possible 50. In the deliberate practice at 600 yards Commander Grant-Dalton scored 49 out of 50.

MOTORISTS' PETITION.

THE GOVERNMENT AND
ROADS.

The Motorists' Petition to Parliament, organised by the Automobile Association, was presented in the House of Commons on 23rd June by Lieut. Col. C. K. Howard-Bury, D.S.O., M.P., who was supported by Members of all Parties including the Rt. Hon. J. I. Macpherson, K.C., M.P., Lt. Col. C. K. James, M.P., Captain R. Briscoe, M.P., Sir Robert Thomas, Bt., M.P., The Hon. C. A. Rhys, M.P., The Rev. H. Dunnico, M.P., Mr. Ernest Brown, M.P., Mr. Ben Smith, M.P., Capt. W. Brass, M.P., Mr. R. A. Taylor, M.P., Major H. E. Crawford, M.P., Mr. J. A. Parkinson, M.P.

Signed throughout the United Kingdom by over 360,000 motor owners and drivers, the Petition urges—

- (1) that the proceeds of motor taxation now remaining in the Road Fund and the motor taxes hereafter to be levied shall be applied to road purposes only.
- (2) that, if in the opinion of Parliament the sums now raised by motor taxation exceed the amount required for road purposes, the existing scale of motor licence duties shall be reduced.
- (3) that in any rearrangement of Government Offices, a Roads Department, with a representative in Parliament may be maintained as a distinct and separate branch of the Administration for the purposes of providing and maintaining roads suitable and sufficient for the rapidly increasing requirements of modern road traffic.

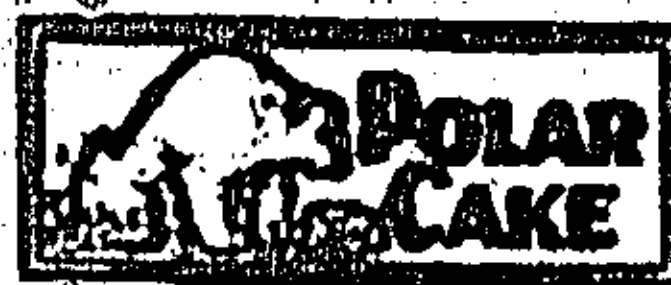
It is the intention of the Automobile Association to press these points through every available channel, and arrangements have already been made for the important questions concerning motor taxation and the Road Fund to be raised again when the Finance Bill enters upon the Committee Stage.

Kills
insects
in the home

Also removes
disagreeable odors
...a clean smelling
deodorant and
insecticide.

Sole Agents:—
CONNELL BROS CO.
Bank of Canton Bldg.
Phone Central 728 & 730.

Obtainable at:—
Colonial Dispensary, Queen's Dispensary,
Wing On Co., Ltd., Sun Co., Ltd. and
Bakilly Co.

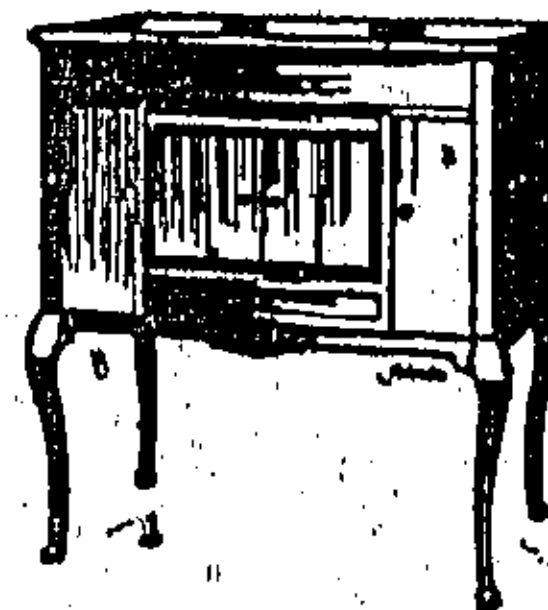
IT'S QUALITY
THAT COUNTSThe
Viva-tonal
Columbia

CONSOLE MODEL (HORIZONTAL GRAND)

THIS Console model has become
the accepted standard in style
and value of this new popular type.

The Anderson
Music Co., Ltd.

St. George's Building.



P. T. FARRELL

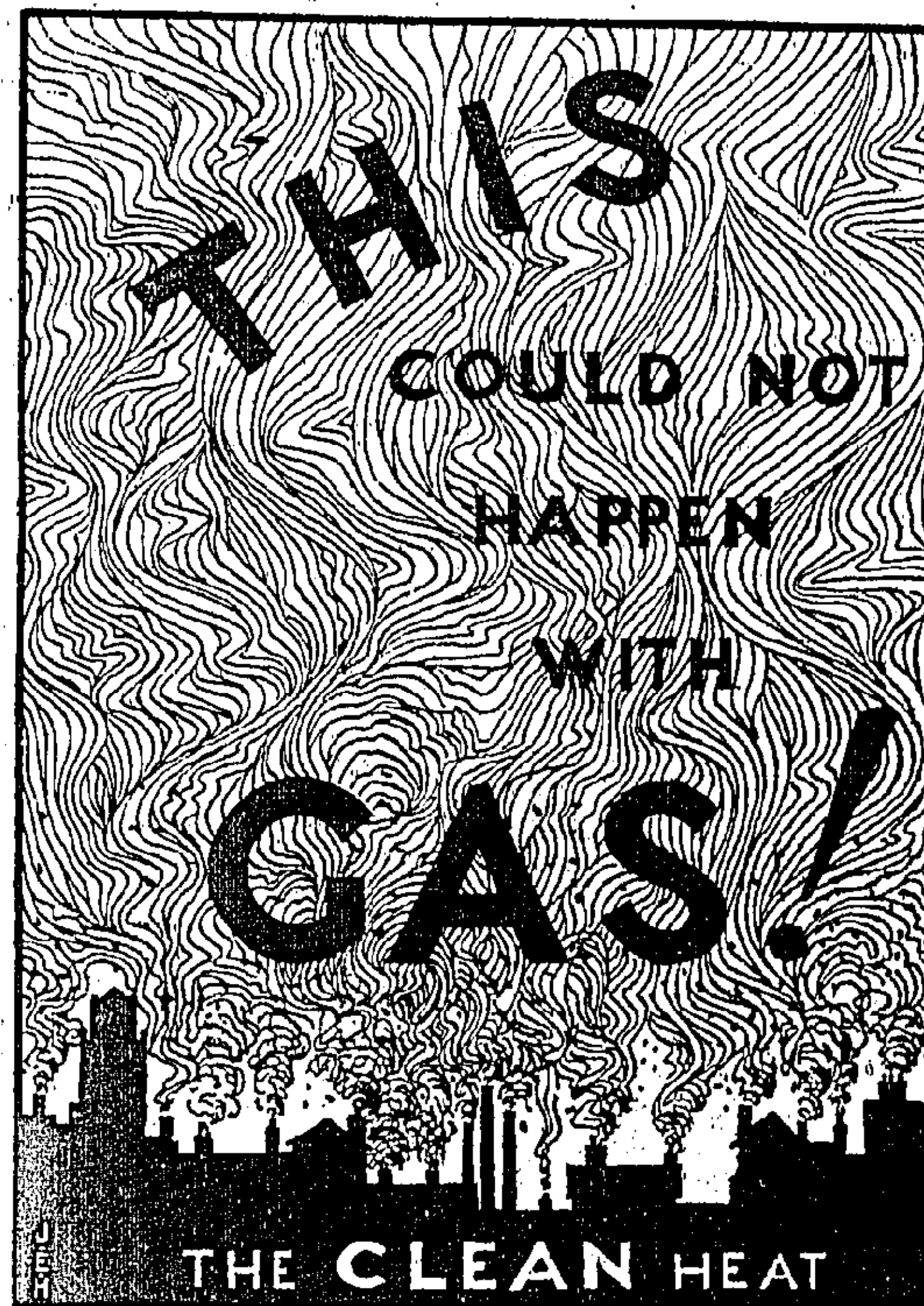
Consulting Engineer & Manufacturers' Representative.

Agencies for:—

Bollinder's Crude Oil Engines Marine,
Stationary and Lighting.

"WYANDOTTE" Boiler Cleaner and Cleanser.
King's Building, Top Floor.

Telephone Central 442.2 Telegraphic Address "FARSEING"



HONGKONG & CHIN GAS CO., LTD.

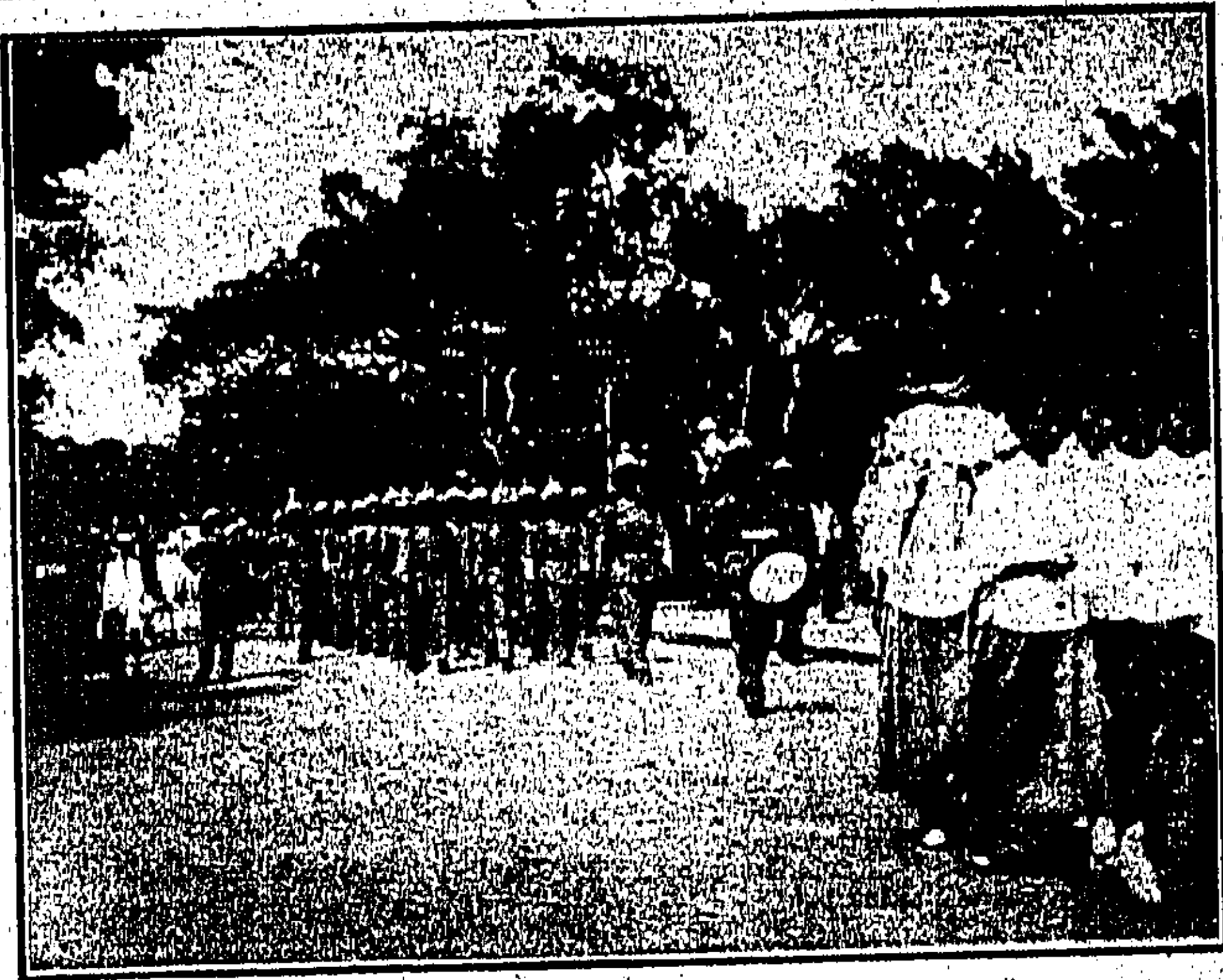
JEAN
VALJEAN
"Truly a Cigar".TABAQUERIA FILIPINA
LEADING TOBACCONISTS IN THE FAR EAST

FOR SANITARY, FITTINGS
AND BUILDERS' MATERIALS
Inspect our Stock.

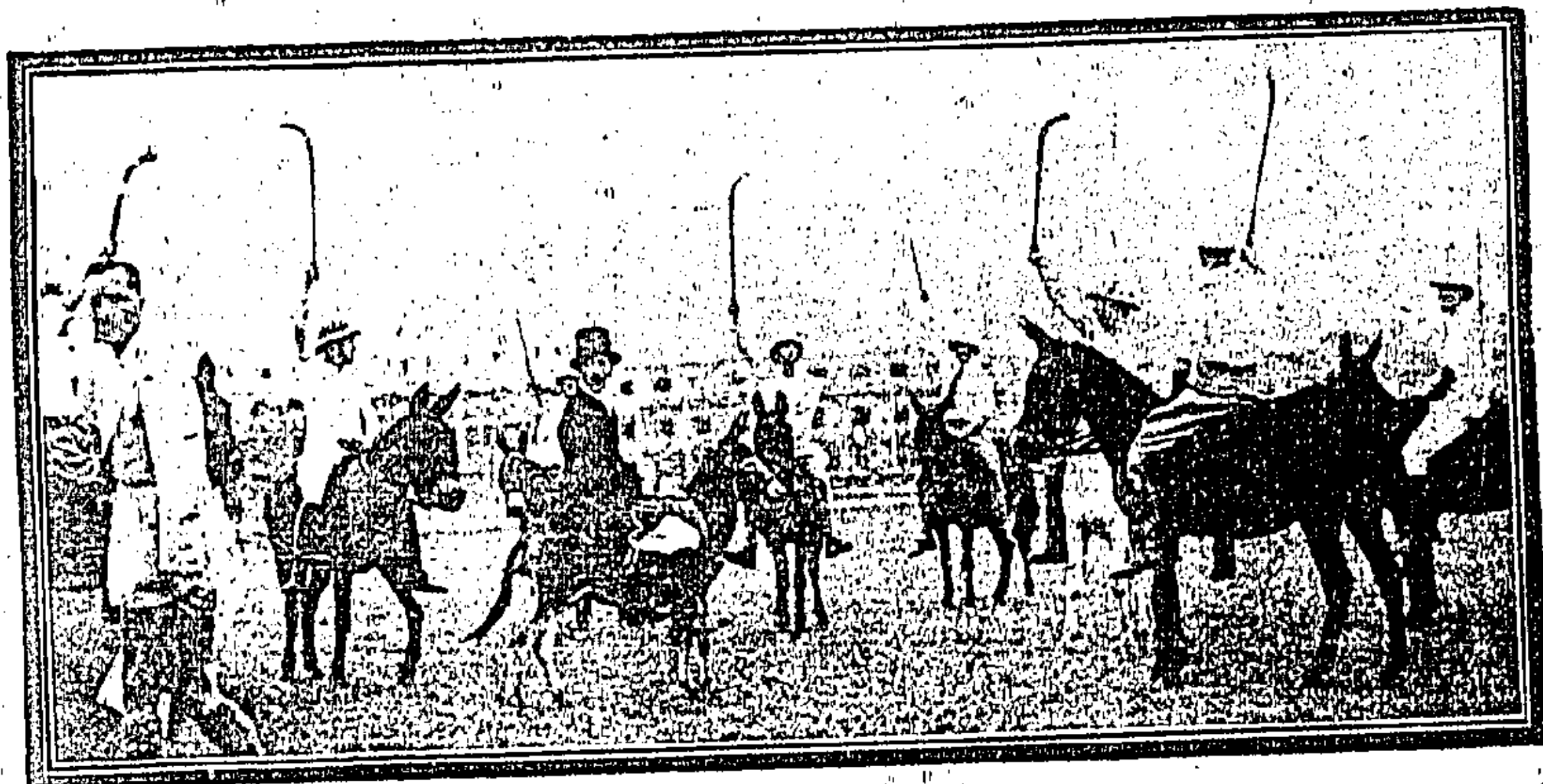
Estimates Free for Sanitary
Engineering and Building Materials

GAY KEE

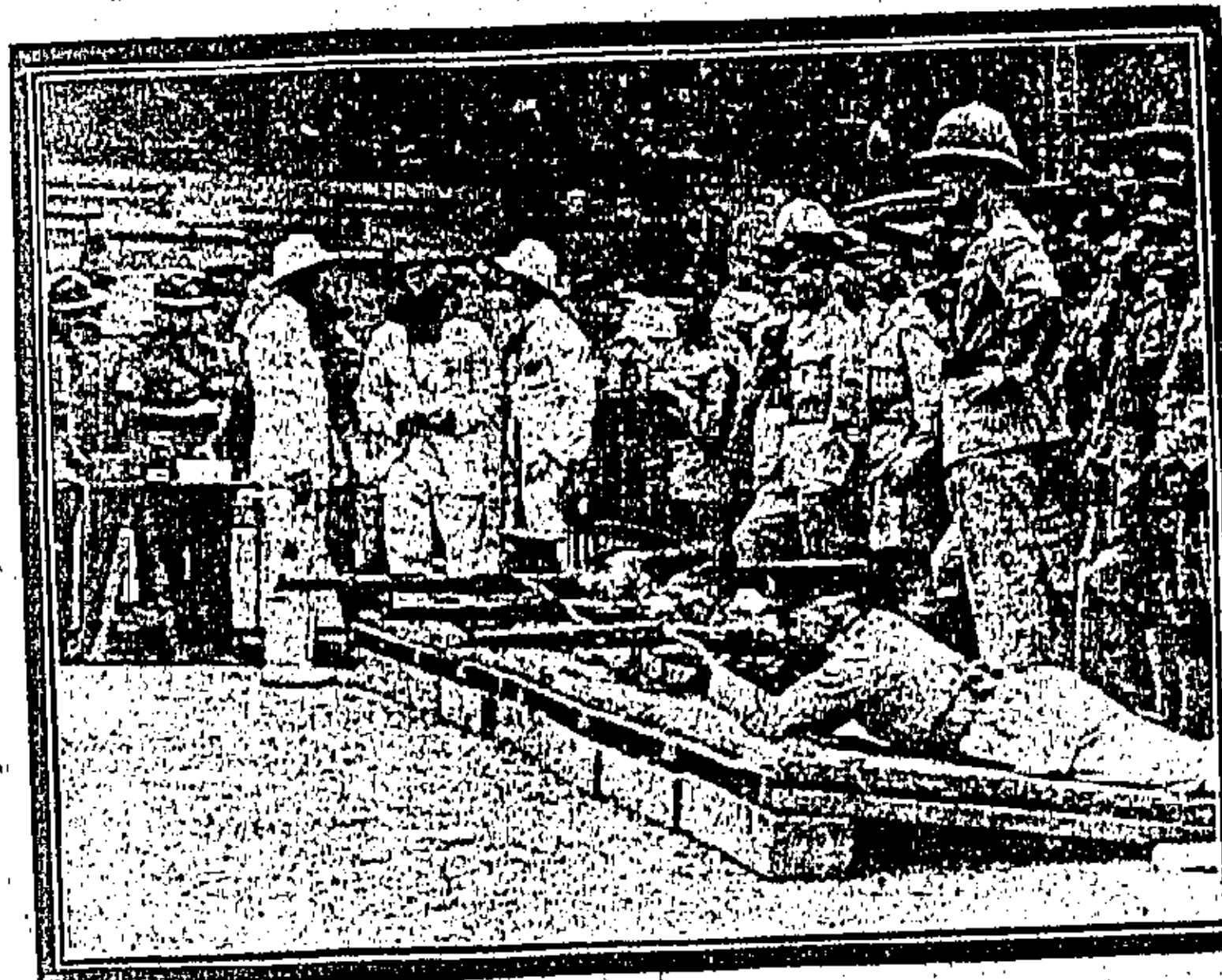
69, Des Voeux Road, Central. Tel. C. 5503.



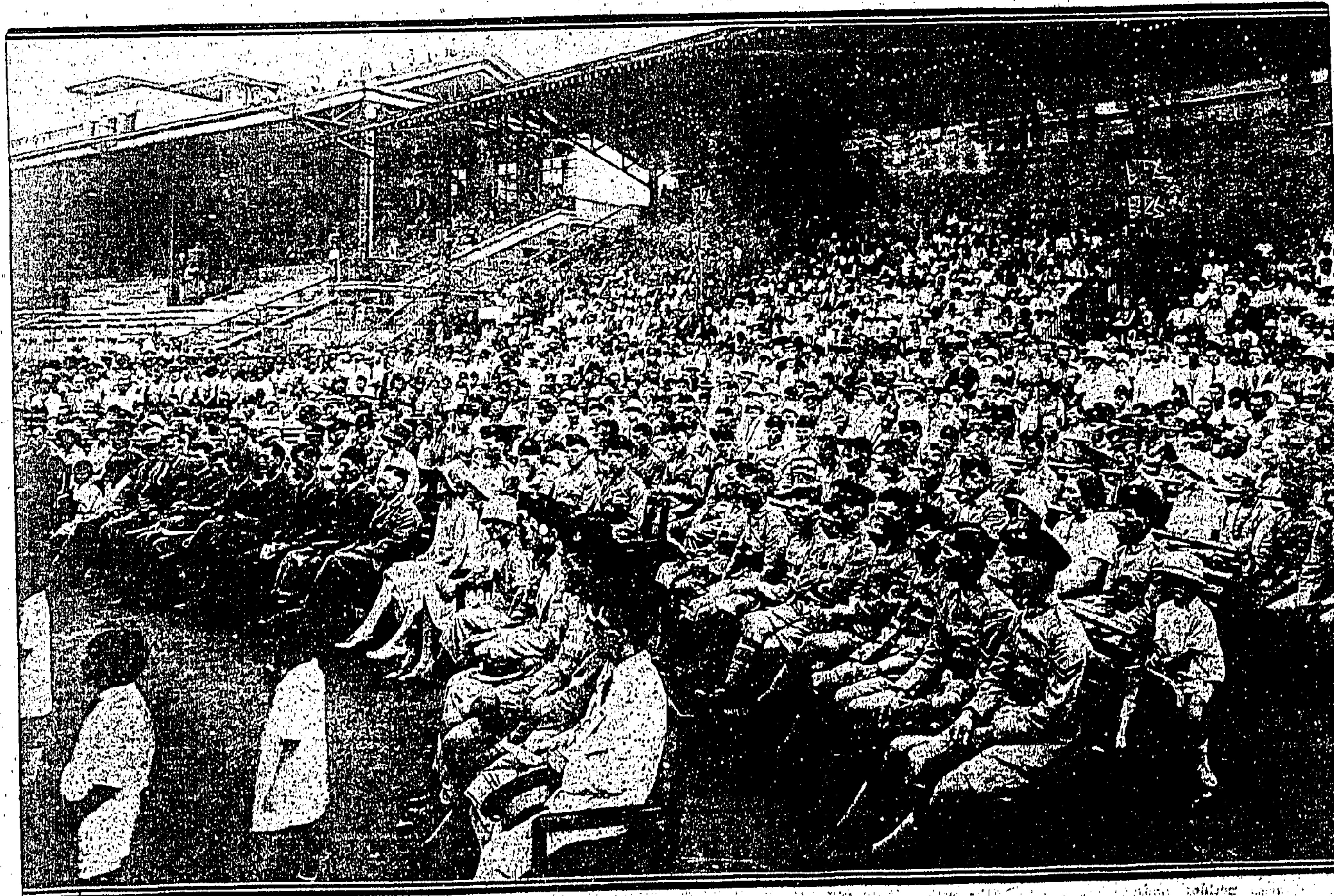
At the cost of what is said to be fully \$100,000, an elaborate funeral was accorded the late Mr. Leo Lim-yok, the wealthy Macao merchant who died recently. The procession took over one hour to pass. At top left a contingent of Macau police are seen; at top right, are baby-mourners in rickshas with amahs; at lower left are seen the chief mourners; while at lower right is the elaborate catafalque.



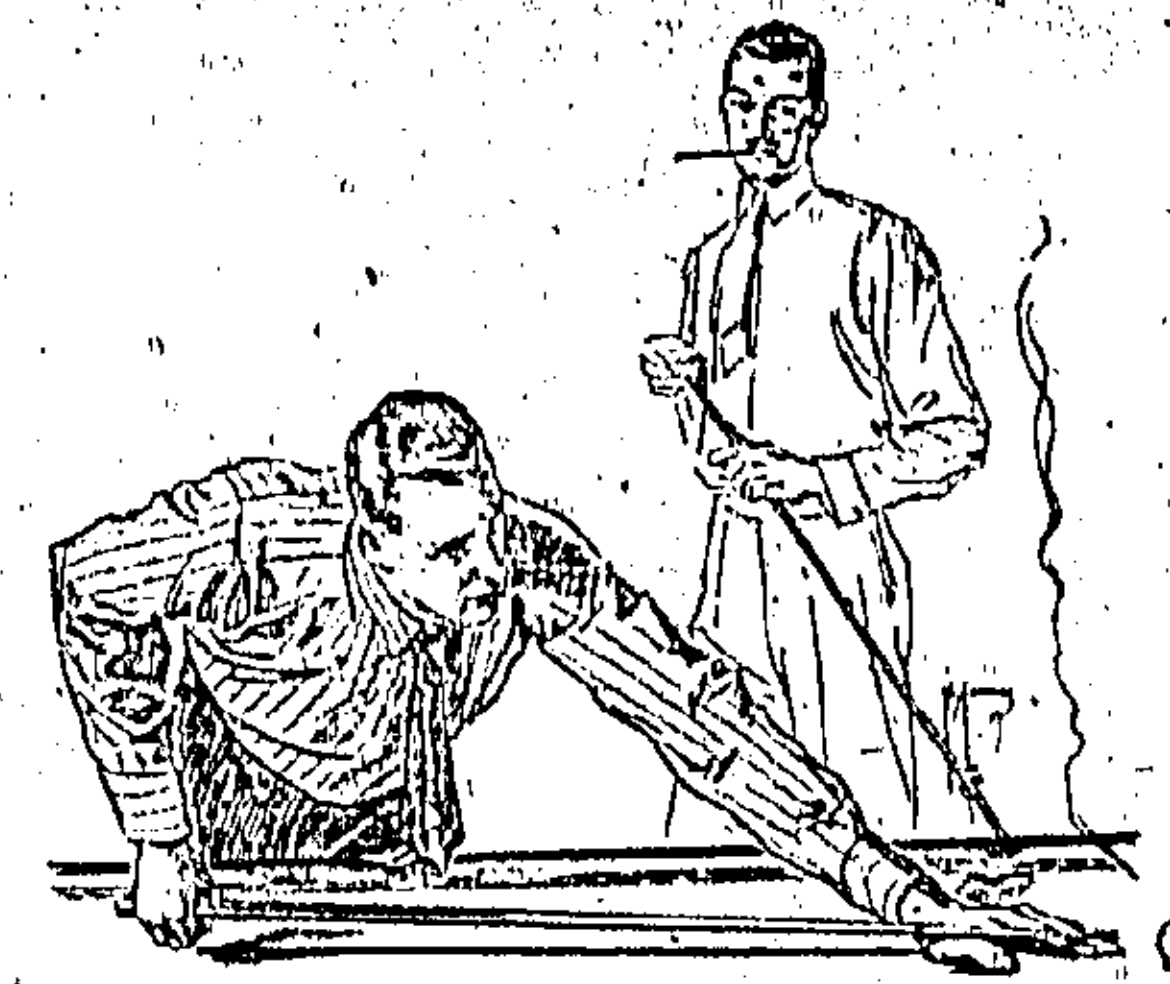
One of the items in the polo gymkhana, given recently in honor of the Gloucester Regiment, and which, for want of a better name, was called mulecky.



Three Gloucesters and a Durham, at the shooting gallery, which drew hundreds of competitors and spectators during the gigantic farewell party, given by Shanghai at the Race Club recently.



A monster farewell party was given by the Shanghai public to the Durham and Gloucester Regiments at the Race Club. Above is seen part of the crowd watching the vaudeville show which was one of the most popular items of the afternoon's programme. A shooting gallery, coconut shies and other sports as well as a free canteen, were features of the entertainment.



"Tricoline" Shirts

Rich silk appearance is expressed in shirts made from this cloth and a standard of quality has been created with which no other silk-like shirts can compare. A smart range of plain colours also white with self stripes. Collars to match of course.

WE ALLOW 10% DISCOUNT FOR CASH

MACKINTOSH

& Co., Ltd.

MEN'S WEAR SPECIALISTS

Alexandra Building.

Des Voeux Road.



The Food of Kings

Court Physicians know the best and see that Royal Babies have the best. That is why Glaxo has been used with success in 5 Royal Nurseries. Only the best is good enough for your Baby, for is he not a King to you? Give him Glaxo, the food that contains everything that will build firm flesh, strong bone and a sound constitution.

Glaxo

The Vitamin Milk-Food

"Builds Bonnie Babies"

Sole Agents:-

W. R. LOXLEY & Co.

WHITEAWAYS

BARGAINS IN MENS' SHIRTS
MUST BE CLEARED.



560 Only

Mens Neglige Shirts in White or Plain Colors, Neat Stripes and Checks, complete with collars. Sizes to 14 to 16; neck. Usual Prices \$5.95 to \$7.50.

SALE PRICE TO CLEAR **\$4.00** each.

CALL EARLY FOR BEST SIZES
Thousands of other Bargains.

WHITEAWAY, LAIDLAW & CO., LTD.
HONGKONG.

A Profitable Investment.

Judicious Advertising is one of the most profitable investments associated with successful Business Enterprise.

Advertise in
The Hongkong Telegraph.

and secure the co-operation of its readers in buying your goods.

Prepaid Advertisements

25 WORDS FOR \$1.00
(\$1.50 if not prepaid)

The following replies are awaiting collection—

1392, 1342, 1397, 1341, 1444,
1456, 1462, 1453, 1512, 1516,
5, 26, 32, 38, 72, 80, 88,
101, 102, 161, 168, 174, 191,
194, 208, 102, 216, 226, 248,
53.

FOR SALE.

FOR SALE.—RADIO SUPPLIES. Inspect our stock of sets and accessories. Sets made and repaired by competent man. The Union Store, 37, Des Voeux Road Central.

PREMISES TO LET.

TO LET.—One European FLAT, 4th floor, Cap Road, Hongkong. Apply to 82, Kennedy Road.

TO LET.—Office rooms, 2nd floor, New Hongkong Bank Building. Apply Sang Kee, same building.

TO LET.—From 1st June, furnished flat at Mount Kellet, No. 195, The Peak. Apply Property Office, Jardine, Matheson & Co., Ltd.

COMMERCIAL OFFICES to let at No. 7, Queen's Road Central, 3 to two small offices in 1A, Chater Road. Apply E. D. Sassoon and Company, Ltd.

FLATS also ROOMS, single, double, furnished or unfurnished, mid-level or Kowloon, excellent locations. Partial service, if required. Small Investors. Tel. 4630.

TO LET.—European FLATS, 29A and 29B, Kennedy Road, 4 rooms 2 bathrooms servants' quarters. Apply Telephone C.547, or Thornhill Aerated Water Factory, 154, Praya East.

TO LET.—Shipping Offices in Connaught Road, Central, No. 18, first floor; Nos. 15 & 16, second floor; Nos. 15, 16, 18 and 19, third floor. Please. Apply to S.K. Trust Ltd., 29, Connaught Road, Central.

TO LET.—Five roomed House No. 47, Granville Road, Kowloon, with flush and Sanitary conveniences. Three roomed Flat (Ground Floor) in No. 7, Prater Avenue, with flush and Sanitary conveniences. Apply to: Spanish Dominican Procuration. Phone No. C.721.

CHINA AUCTION ROOMS.

4, Duddell Street.
If you have anything you would like to sell, exchange or advertise send it to the CHINA AUCTION ROOM.

E. V. M. R. de SOUSA.

PACKING

We carry out every description of packing goods for overseas transport. Terms reasonable.

KIMOTO & CO.

42, Wellington Street, Tels. C.609 and 3237.

NEW ADVERTISEMENTS.

EX-ACTIVE SERVICE MEN'S ASSOCIATION, (1914-1918).

BATHING PICNICS.

The regular Bathing Picnic of the above Association will be held to-morrow (Sunday). Launch will leave Queen's Pier at 3 p.m. sharp and the trip will be either to Island Bay or Clearwater Bay.

NOTICE OF REMOVAL.

I have this day removed my office to the Exchange Building, 4th floor. (Telephone No. C.1223).

H. M. SIU, B.Sc.,
Architect & Civil Engineer.
Hongkong August 1, 1927.

HONGKONG TRAMWAYS LTD.

An INTERIM DIVIDEND of 60 cents per share has been declared payable on TUESDAY, 23rd August next, on and after which date Dividend Warrants may be obtained upon application at the Registered Office of the Company, Canal Road East, Bowrington, Hongkong.

NOTICE IS HEREBY GIVEN that the REGISTER OF MEMBERS of the Company will be closed from TUESDAY, 9th August to MONDAY, 22nd August, 1927, both days inclusive.

By Order

of the Board,

W. F. SIMMONS,

Secretary.
Hongkong, 29th July, 1927.

THE CHURCHES.

Sunday Services and Mid-week Meetings.

TENTH AFTER TRINITY.

St. John's Cathedral, Hongkong, August 7th, 1927, 8th, Sunday after Trinity. Holy Communion, 8 a.m. Children's Service, 10 a.m. Matins, 11 a.m. Preacher: Rev. W. R. Cammell. Holy Communion, 12 noon. Evensong, 6 p.m. Preacher: Rev. W. W. Rogers. A Social Gathering in the Hall after Evensong. Refreshments and Music.

Westleyan Methodist Church, Queen's Road East, Wanchai (near Royal Naval Hospital), Sunday, August 7th, 1927. Morning Service, 10.15 a.m. Subject: "Why drag up the past." Evening Service, 6 p.m. Subject: "Christian Citizenship." Preacher at both services Rev. J. C. Knight Anstey. Holy Communion after Evening Service. Sailors' and Soldiers' Home—Arsenal Street. 3 p.m. Mr. May's Bible Class. 8.15 p.m. Chaplain's Hour.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Service, 11.15 a.m. Subject: "Spirit." Wednesday Evening Meeting at 5.30 p.m. Reading room at above address, open Tuesday and Friday, 10 a.m. to 12 noon. Monday and Thursday, 5 to 7 p.m. The Public is cordially invited to attend the services and visit the Reading Room. Branch of The Mother Church, The First Church of Christ, Scientist, in Boston, Mass., U.S.A.



OXYGEN
ACETYLENE DISSD.
AMMONIA, AIR
NITROGEN
CARBIDE

THE FAR EAST OXYGEN & ACETYLENE Co., Ltd.

OFFICE:—20 Des Voeux Road.

Tel. O. 2344.

WORKS:—To Kwa-Wan

Tel. K. 789.

M. J. E. GUILLOT, Manager.

A NEW NAPOLEON DRAMA.

A THEME OF LUCK AND DESTINY.

Vienna.—Franz Molnar has written two new plays. The action of the one passes in pre-war years, under the Dual Monarchy. The second is a farce with the title "If Napoleon . . ." treating the life of Bonaparte very ironically. The farce consists of several scenes, starting at a bar, where two men discuss accidents and fate in human life. One of them raises the question: "If, for instance, Napoleon as an officer had been obliged to quit the army, what would have happened to him and the world?" In the course of the farce Molnar wants to prove that Napoleon's rise from a little unknown lieutenant to be Emperor of France was but a joke of fate and accident.

Imaginary scenes show Lieutenant Bonaparte wounded in the arm and having to resign. As a pensioned officer, he receives an insignificant position in a small town, but he can show his military genius by developing the local fire brigade to an efficiency hitherto unknown. However, in consequence of his overbearing temper, he gets into all kinds of difficulties which render life a burden for him. Thus his figure becomes comic and not tragic. Pirandello and his company will give the first performance of the new play in Italian.

At the Josefstadt Theatre the Reinhardt company gave the first German production of Luigi Chiarelli's three-act grotesque, "Mask and Face." Many amusing things are said about love, married life, and jealousy. A Count has discovered that his Countess has a love affair with another man. In his first fury he intends to kill her, but then he cools down and merely compels her to go abroad under an assumed name. Since he is of a rather romantic nature and has his castle by the Como Lake, he claims to have dreamed his faithless spouse. After a brilliant speech by counsel for the defence (his wife's lover), the Count discharges him. The Count is glorified as a hero who "re-venged his honour"; the men adore him, and the ladies even more. Unexpectedly, however, the Countess returns; both husband and wife find out that they are still deeply in love with each other, and the Count, after having made a fool of himself, flees with his wife abroad.

CENTENARY OF THE MOUTH ORGAN.

AN ORCHESTRA PERFORMANCE.

Berlin.—The centenary of the mouth-harmonica will be celebrated during the first week of July in Trossingen, where, just one hundred years ago, a toy-maker cast a thin lead plate, chiselled holes in it and stretched some copper wire over the holes. The successful sounds that issued from this primitive musical instrument pleased so many people that the inventor determined to make more of the same kind. The only workshop where no rivals might be likely to overlook him was a disused dove-cote. In this, it is to be presumed, was of considerable dimensions, but not much smaller than the workshop he was able to install a few years later in one room of a peasants' cottage. The mouth-organ is not entirely despised as a musical instrument in Germany. In the musical festival being held this summer at Frankfurt, a special performance will be given by an orchestra of experts in mouth-organs alone.

CONSIGNEE NOTICE

THE NORWEGIAN AFRICA AND AUSTRALIA LINE.

M.S. "TENNESSEE"

The above vessel having arrived from Norway via Ports on 16th April, consignees of cargo are hereby notified that all goods are being landed at their risk into the non-hazardous, hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained. Goods not cleared by the 12th August, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godown, where they will be examined on the 11th August at 10 a.m. No claims will be admitted unless notified and/or application for survey made in writing within seven days after landing of the goods, or in any case before the goods are taken delivery of. Claims will not be recoverable unless complete accounts are sent in within fourteen days of final discharge of vessel.

No fire insurance will be effected by us in any case whatever. Bills of Lading will be countersigned by,

THORESEN & CO., LTD., Agents.

Hongkong, August 6, 1927.

PRINCE OLAF OF NORWAY.



This shows Prince Olaf at the opening of the Norwegian Church and Institute in Jamaica Road, Rotherhithe, when he unveiled a memorial to Norwegian sailors who lost their lives in the war.

SEA WEED WEALTH OF JAPAN.

A VAST STOREHOUSE OF NATURAL FOOD.

INTERESTING PRODUCTS.

Miss Josephine Tilden, head of the botany department of the University of Minnesota, returning from the recent Pacific Science Congress at Tokio, declares that the ideal food for all ages is seaweed. In bygone days, she says, people living near the seacoast ate it and they were healthy.

Seaweed, Miss Tilden points out, is the basis for all sea life and all sea food. It is easy for babies to digest as it is for adults, and it may be served in many palatable forms. Rich in iodines, certain varieties are valuable for their medicinal properties.

In 1904 Dr. Hugh M. Smith, then United States Deputy Commissioner of Fisheries, made two comprehensive and valuable reports on this same subject. He showed first what Japan was doing with its seaweeds, and then he showed what the United States was not doing. Conditions in both countries have changed little.

The Oriental agriculturists are utilizing seaweeds in countless ways. Our coastal agriculturists use a little rockweed for fertilizer. In the fall the heavy gales and seas pile great masses on the shores and near-by farmers haul cart loads of it to their fields. They can hardly ignore this gift of the gods, literally tossed gratis almost into their doorways. In the process of soil enrichment nothing surpasses ordinary rockweed.

At a few points on the New England coast the species of marine algae known as Irish moss and dulse are commercialized to a limited extent.

Valuable Resources.

Seaweeds are among the most valuable of the aquatic resources of the Japanese Empire. Marine plants are utilized extensively in France, Ireland, Scotland and other European countries, in the East Indies, in China, and elsewhere, but in no country are such products so commercially important as in Japan. The value of the seaweeds prepared in Japan at the present time exceeds \$2,600,000 annually, exclusive of large quantities of marine plants which do not enter into commerce, but are used locally in the families of the fishermen.

Japan has a coast line of 18,000 miles, its algae is abundant and varied, its people ingenious in putting the many different kinds of plants to appropriate use.

One of the most interesting of the products of the Japanese seaweeds is called kanten. This word means "cold weather," and was selected because it is only in the colder months of December and February that kanten can be successfully made. It is comparable to our isinglass and is used for some of the same purposes.

Kanten was first made about 1760 and in the beginning was simply a mass of jelly formed by

the boiling of the seaweed. Today the output of the 500 factories producing it is in the more convenient form of sticks and bars. It is used largely for foods such as jellies and as an adjunct of soups and sauces; also for clarifying sake, the native rice wine. Kanten is valuable wherever a gelatin is required and is superior to animal isinglass.

Algae Contains Glue.

Funori is the name given to a kind of glue obtained from several species of algae and its manufacture is carried on in more than 100 establishments. This product has been made in Japan since 1673.

One of the most important of Japan's marine vegetable preparations in kombu, the annual sales in Japan and China being enormous and steadily increasing. It is made from the kelp family. The fishermen go in boats to the waters where it is abundant and with hooks on long poles twist and tear it from its strong attachment on the rocky bottom.

This kelp is spread out on the beaches and carefully dried after which it is trimmed into uniform size and packed in bales for shipment. There are more than a dozen forms in which kombu is prepared for food, showing the ingenuity of the Japanese in providing a varied regimen from a single article.

A Standard Food.

Kombu enters into the dietary of every Japanese family, and is one of the standard foods of the country, the various preparations having different flavours. It is cooked with meats and soups and is also served as a vegetable. Powdered kombu is used for tea, and on rice like curry powder.

From a very early period the Japanese have made use of the red laver, or, as they call it, amanori. The cultivation of this porphyra is one of the most important branches of the seaweed industry, and gives to Japan a unique position, for in no other country is this form of aquiculture practiced. The financial results are quite remarkable and are surpassed by but few branches of agriculture. Before the dried amanori is eaten it is put over a fire to make it crisp, its colour changing to green under the treatment. It is then crushed between the hands and dipped in soup are often eaten alone.

At railway stations, at street stands, on the push carts of vendors as well as in private families, a common seaweed food in Japan is called sushi and it takes the place of the American sandwich. On a sheet of amanori boiled rice is spread, and on the rice strips of meat or fish are placed. The whole is then made into a roll and cut into transverse slices.

Iodine is obtained in Japan from about a dozen species of marine algae, and refining factories are located at Tokio and Osaka. This is one of the world's chief sources of supply for iodine extracted from marine plants.

In addition to the commercial algae many other species than those mentioned are employed for home purposes. Some are used for making jellies, some as salads, some as condiments, some for decorative purposes. Large quantities are also used for fertilizers.

POST OFFICE NOTICE.

NOTICE.

The parcels post service to Russia in Asia via Japan is temporarily suspended.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

Outable articles forwarded by letter post to Great Britain are liable to confiscation by the Customs. Such articles should be forwarded by parcel post only.

Letters and postcards only for the United Kingdom and Europe will be forwarded via Siberia if so superscribed.

Parcels post service between Hongkong and Ports of the Yangtze West of Hankow is temporarily suspended.

Parcels for places in Szechwan will now be accepted for transmission at senders' risk. It is to be noted that parcels are liable to delay, and that the service may be suspended again at any time.

RADIO NOTICES.

It is notified for information that a new shortwave commercial wireless service was opened on July 23rd between Hongkong and the Philippines for the exchange of ordinary, deferred and press telegrams. Rates to Manila 30 cents per word ordinary, 15 cents per word deferred and press.

To Luzon Islands (Except Manila) and Corregidor Island 43 cents per word ordinary.

All other islands 76 1/2 cents per word ordinary.

Radio Telegraph Services are now in operation between Hongkong and the following places.—French Indo-China, province of Yunnan, Canton, Swatow, Kanton, Macau, Kwongchow, Fort Bayard, Wuchow, and Holhow. Rates and further particulars on application to the Radio Counter, 1st Floor, G. P. O. Building.

INWARD MAILS.

From	Per	Date
Shanghai and Europe via Siberia	Kashgar	August 6.
Australia and Manila	Tanda	August 6.
Shanghai	Yangtze	August 6.
Batavia	Tjisondari	August 6.
Manila	Tjiliwong	August 6.
Samarang	Karimoon	August 6.
Straits	Kutsang	August 7.
U. S. A., Canada, Japan and Shanghai	Pres. Jackson	August 7.
Foochow	Zosma	August 7.
Canada, U.S.A., Japan and Shanghai	Empress of Russia	August 8.
Manila	Pres. Pierce	August 8.
Shanghai	Tjisaron	August 8.
Australia and Manila	Change	August 9.
Manila	Empress of Russia	August 22.

OUTWARD MAILS.

For	Per	Date
Samshai and Wuchow	Koehow	Sat., Aug. 6, 4.30 p.m.
Amoy and Foochow	Haihong	Sat., Aug. 6, 5 p.m.
Japan	West O'Hawa	Sat., Aug. 6, 5 p.m.
Swatow, Amoy and Formosa	Kotsu Maru	Sun., Aug. 7, 9 a.m.
Manila	Zosma	Sun., Aug. 7, 9 a.m.
Shanghai	Tjisondari	Mon., Aug. 8, 2.30 p.m.
Swatow, Amoy and Foochow	Hydranga	Mon., Aug. 8, 2.30 p.m.
Swatow	Pres. Jackson	Mon., Aug. 8, 4.30 p.m.
Manila	Kutsang	Mon., Aug. 8, 5 p.m.
Amoy	Tanda	Mon., Aug. 8, 5 p.m.
Japan	Tinhow	Tues., Aug. 9, 12.30 p.m.
Straits, Mauritius and South Africa	Hosang	Tues., Aug. 9, 1 p.m.
Straits and Calcutta	Parcels	Letters 1 p.m.

Manila Tues., Aug. 9, 3.30 p.m.
Swatow, Amoy and Formosa Tues., Aug. 9, 3.30 p.m.
Shanghai, Japan, Canada, U.S.A., C. and S. America and Europe via Victoria, B.C. and Europe via Siberia Tues., Aug. 9, 3.30 p.m.

Swatow, Amoy and Foochow Thurs., Aug. 11, Noon.
Manila, Australia and New Zealand via Thursday Island Thurs., Aug. 11, Noon.
Saigon, Ceylon, India, Mauritius, E. and S. Africa, Aden, Egypt and Europe via Marseilles Thurs., Aug. 11, Noon.

Registration 1 p.m.
Letters 1 p.m.
Registration 1.45 p.m.
Letters 2.30 p.m.
(Due Marseilles 10th September.)
Empress of Russia Tues., Aug. 9, 3.30 p.m.
Deli Maru Thurs., Aug. 11, 8.30 a.m.

Registration 1.45 p.m.
Letters 10 a.m.
(Due Thursday Island 27th Sept.)
Saigon, Ceylon, India, Mauritius, E. and S. Africa, Aden, Egypt and Europe via Marseilles Thurs., Aug. 11, Noon.
Registration 9 a.m.
Letters 10.30 a.m.
(Due Marseilles 17th September.)

*Correspondence bearing vessel's name only.

WATER LEVELS.

REPORT FROM BOARD OF CONSERVANCY WORKS OF KWANGTUNG. WATER-LEVELS IN ENGLISH FEET.

Place of Observation.	Highest W.L. on record	Lowest W.L. on record	W. L. 8/8	W. L. 4/8
West River at Shihuing	+41.0	0'	+27.2	rising
North River at Tsingyuen	+28.7	0'	+12.0	falling
North River at Samshui	+27.3	-5'	+18.7	falling
East River at Sheklung	+15.2	-3'	+9.9	+9.5

* For the 3rd.

A NEW SOVIET FILM.

REVOLUTION REALISTICALLY REPRODUCED.

Berlin.—Details of the progress of the great new Soviet film "Ten Days that Moved the World," now approaching completion in Leningrad, are being followed with the utmost attention by German producers. M. Eisenstein, the director, is the man who made the "Potemkin" film, and he himself has expressed the opinion that "Ten Days" is a work of infinitely higher standing. This film, which will be released on the tenth anniversary of the storming of the Winter Palace in October, 1917, will be historically accurate down to the most insignificant detail. Men have been found, in a search throughout Russia, who resemble Lenin, Kerenski, and the other figures of the October revolution, so exactly as to be their living images when dressed for the part.

In street scenes the various party committees have been called upon to provide exact details of where the various divisions of soldiers, sailors, and working men were stationed. The identical

HONGKONG TIDE TABLE.

From 5th to 12th August 1927.

Day	High Water.				Low Water.			
	Time	Height	Time	Height	Time	Height	Time	Height
5th	6.15	5.0	1.15	0.1	6.15	5.0	1.15	0.1
6th	6.15	5.0	1.15	0.1	6.15	5.0	1.15	0.1
7th	6.15	5.0	1.15	0.1	6.15	5.0	1.15	0.1
8th	6.15	5.0	1.15	0.1	6.15	5.0	1.15	0.1
9th	6.15	5.0	1.15	0.1	6.15	5.0	1.15	0.1
10th	6.15	5.0	1.15	0.1	6.15	5.0	1.15	0.1
11th	6.15	5.0	1.15	0.1	6.15	5.0	1.15	0.1
12th	6.15	5.0	1.15	0.1	6.15	5.0	1.15	0.1

cruiser Aurora, that fired upon the city, was towed up the Neva, and bombarded Leningrad in the same way as Petrograd was bombarded, the only difference being that this time blank cartridges were used.

Eisenstein's methods are so realistic that the days were spent in the various Soviet bureaus of Leningrad collecting scraps of paper and pieces of chalk of the kind which witnesses declare to have strewn the floors of the Smolna Institute when the new Government moved into it.

The Very Idea!

"Where did you get that fine new hat from?"

"I bought it ten years ago. Seven years ago I had it newly pressed. Three years ago it was dyed black. The year before last I had a new band put round it. Last week I exchanged it at a restaurant!"

You can have your Christmas, Your Pat's Day and May Day, Mother's Day—any old day—But give me Pay Day!

"Do you owe this 1s. 6d.?" asked the Registrar at Bow County Court.

Woman: No, it's only a shilling and a halfpenny.

Registrar (to a draper): Take it.

The draper: Oh, yes.

The Registrar: There will be judgment for 1s. and 1s. 6d. costs.

The woman was ordered to pay the half-crown in a month.

The *New Statesman* apologises to a correspondent:—

Nostra culpa.—There is no such word as "alright," even in the American language.—Ed. N.S.

But there will be. Who can resist the stream of tendency (however regrettable) which has given us "always," "altogether," "almost," "also," and "already"?

A woman member of the grand jury informed the clerk at Surrey Quarter Sessions that her name was Elizabeth and not Eliza as written. Her request for the name to be altered was granted.

Solicitor at Shore-ditch County Court: Is this man married?

Witness: Married! He has no pluck.

Nottingham clerk: Have you any goods? Man: Yes, a wife and eleven children!

Willowden woman: Can you find my husband? He was last heard of in Australia a year ago. Magistrate: Try Australia House.

A solicitor at Shore-ditch County Court described the "dole" as the "covenantant benefit."

Man accused of drunkenness at Tottenham: I am sorry, sir, but the drink eclipsed me.

Dr. Samuel A. Tannenbaum, of America, has published a volume on Shakespeare's handwriting, in which he comes to the conclusion that it

show characteristics which belong to sufferers from angina pectoris, and that the poet died of this disease, brought on, probably, by domestic worries, his younger daughter having married a man unworthy of her. Who would have thought it possible to read so much into so illegible a signature?

The report that a plumber who attempted to fly from Blackpool to New York fell in the sea because he had forgotten his aeroplane is exaggerated.

Ester was allowed to accompany her parents to church for the first time. The minister was of an energetic type, and he preached from a pulpit raised in above the people.

He excelled himself on this occasion. Ester was cowering close to her mother's side, and as he reached a point which he emphasised vigorously, she exclaimed in a horrified audible tone:—

"Mamma, what would we do if he got out?"

"Big business" is itself to blame for trade barriers.—Sir Alan Anderson.

Youth, speech, intelligence—these are the main ingredients of the successful athlete to-day.—Miss Mary K. Brown.

The principal trouble in our country to-day is the demon of selfishness, and it is not confined to the rich.—Rev. J. B. Dollar.

The actuary's craft is regarded as somewhat of a mystery, but its members are viewed with respect by the community.—Sir Rowland Blades.

MAD DOG BEATEN TO DEATH.

CHINESE USE BAMBOO POLES.

Two more cases of dog bites have been reported, one dog still being at large, while one was killed on the spot by Chinese with bamboo poles.

In one case, a man living at No. 22, Shantung Street, was bitten by an unknown Chinese dog at Po Fong Road, Kowloon City. The dog ran away, and has not yet been seized.

Both a man and a woman were severely bitten by another dog at the Lo Wu brick works, Sheung Shui, New Territories, when it was killed by Chinese who used bamboo poles. The carcass has been sent to the Government Bacteriologist for examination.

AMERICAN POLICY IN CHINA.

AS REFLECTED BY NANKING INCIDENT.

WHAT THE NAVY SAYS.

There is often wonder as to exactly what is the American Policy in China, says the *Far Eastern Review*. Individual Americans expressing their personal viewpoints have perhaps confused the issue by a constant reiteration of personal statements of their ideas as to the American Government's attitude in China. There have, of course, been official statements by Secretary of State Kellogg, but these seem to have been ignored in the welter and confusion of personal opinion.

With regard to the Nanking outrage some Americans have sought to give the impression that the officers of the navy acted without the consent of their Government in setting up a barrage to save the lives of American men, women and children whose property had already been violated and whose lives were in danger because of the presence of Communist troops in Nanking, who openly stated their determination to murder all the foreigners in the city.

The American naval officers were faced with the problem of either following their own judgment and saving their fellow countrymen or of risking the lives of these people while they were waiting for orders from home. Following the historical traditions of the United States navy, the officers of which save life first and think of the consequences afterwards, Rear-Admiral H. H. Hough, and Commander Roy C. Smith, Jr., of the Destroyer No. 1, took the chance that only big men can take and ran a barrage about Socony Hill, under which American citizens, who had taken refuge there, crossed to safety.

A Fearless Officer.

When Commander Smith laid down the barrage, he said, to Lieutenant Benjamin F. Stand, "I'll either get a medal or a court martial for this—let her go, Bonnie." There are a few Americans in China, who have become so denationalised as to favour that Commander Smith should receive a court martial, but the majority of Americans in this country look forward to Congress, when it meets in December, giving him the encouragement which a fearless and clear-thinking naval officer deserves when he places the welfare of his fellow citizens above every other consideration.

That Commander Smith will not receive a court martial we now know; that he has been sighted for bravery we also know from the following correspondence, which has unfortunately received too little notice in the *Far East*:

Secretary Wilbur's letter said: "The department notes with pleasure the extracts from the reports of Rear-Admiral H. H. Hough, commanding the Yangtze patrol, and Admiral C. S. Williams, commander-in-Chief of the Asiatic fleet, on the part played by the No. 1 and Preston in the Nanking incident. The department commends you for your timely action in protecting lives and property so excellently executed on this occasion."

Admirals' Praise.

Admiral Hough's report said: "The patrol commander is certain that the opportune opening of fire by the No. 1 and Preston (American destroyers) and Emerald (British cruiser) not only saved the lives of foreigners in the Standard Oil house, but preserved the lives of all foreigners remaining in the city. He considers the decision of Lieutenant Commander Smith to open fire was not only wise and justified, but that it was the only possible method by which the situation could be saved. He regards the barrage as a smart operation excellently executed, and he takes pride in the efficiency displayed by the No. 1 and Preston."

"The patrol commander desires to express his thorough appreciation of the excellent, cool-headed judgment and efficiency displayed by Lieutenant Commander Smith throughout his extremely trying duties as senior officer present during this emergency, and recommends that this correspondence be made a part of his official record."

Admiral Williams' indorsement said: "The Commander-in-Chief desires to express his unqualified approval of the action of the senior American naval officer present at Nanking. It is believed that force was used only as a last resort. Further, that the force used, namely, the barrage from the warships, upon Standard Oil Hill, was restricted to the minimum firing necessary to allow the foreigners to escape; that the injury to Chinese, other than looters, and the damage to Chinese property, by this bombardment, was negligible. The best testimony available indicates the effect of this firing was not only the rescue of the Ameri-

CANTON PROBLEM

ACTION TO SUPPRESS PIRACY.

JUNKS SUNK BY MINES.

Canton, Aug. 5.

The soldiers of General Li Fook-lam have captured altogether thirty notorious bandits who preyed on passenger junks along the West River. Not satisfied with using mere guns, these brigands laid mines in the river and blew to pieces all junks which did not pay tolls.

This practice is extremely dangerous to navigation and at one time a junk with all passengers and crew was sent to the bottom of the water.

Several of these captured bandits were bailed out, but nine of them were shot. Just before the execution they all laughed, and showed no signs of fear.

Another Pirate Victim.

Another passenger junk has been sunk by a mine laid by pirates. The vessel was protected by soldiers and machine-guns.

The pirates opened fire at her from the bank, but twenty of them were killed by return shots of the soldiers on board.

"Infuriated, the pirates set a mine in the track of the junk. When she approached the explosive, it was set off by means of an electric wire from on shore. A loud explosion was heard and the ship gradually went down."

Fortunately, there were numerous other boats close by, and many passengers were saved. Meanwhile, the pirates escaped.

Nanking's Orders.

The Nanking Government has formulated elaborate resolutions to carry on the administrative duties in Canton, and other places under its control. Stress is laid on the matter of communication, and regard for the welfare of the people, especially in the war-torn area.

According to the resolutions, the clearance of bandits is of importance. All military commanders are ordered that bandit dens within their jurisdiction must be raided.

Soldiers are prohibited to travel on passenger buses, which are only for civilians. Special military vehicles may be provided for the transportation of troops, if circumstances require.

Kuomintang organs are not permitted to interfere with administrative bodies. All complaints and shortcomings are to be reported to the Central Kuomintang in Nanking, and will be ultimately dealt with by the Nationalist Government.

Compensation is to be given for property devastated in the war zones. District officials are charged with safeguarding welfare of the people in war areas. Bridges and public thoroughfares damaged by the civil war should be immediately repaired in order that traffic may not be impeded and danger be averted.

Revenue Collection.

Marshal Chiang Kai-shek has ordered all provinces under his regime to remit their revenues to the Ministry of Finance in Nanking. Military commanders are forbidden to levy special taxes, which is a direct violation of the policy of unity of finance. Under no circumstances can military officers grant exemption from taxes or retain them for military use.

Having failed in their efforts to have the luxury and stamp taxes repealed, the merchants have devised another scheme in the nature of a petition to the Nanking Government and Marshal Chiang Kai-shek.

Once these taxes are put into force, it will be difficult to abolish them. The majority of the merchants, therefore, propose to send a telegram to the Nanking Government and Marshal Chiang Kai-shek setting forth their grievances. A circular wire will, it is suggested, be despatched to all commercial organs throughout the country, explaining the injustice and exorbitant nature of these taxes.

can Consul and party, but of all other foreigners in the city."

It is to be hoped that American representative bodies in China will take steps to obtain from Congress a suitable recognition of those brave naval officers and men, whose sound judgment and whose personal daring prevented a massacre at Nanking.

THIS SOMETHING.

A Purpose to Fulfil.

I shall never to the end of everything forget his voice nor the things he said, although I shall probably never see him again.

I was travelling across from Wellington to Sydney to connect with a steamer to the Far East. We were four in a dingy, stuffy second-class cabin. I was weak as the result of a recent minor operation and confined to my bunk. The first remark he ventured was directed at me. "Is there anything I can do for you?" he asked. There were many little things he could do, as stewards are notoriously unsolicitous unless their solicitude is stirred into temporary activity by the aid of jangling silver or the musical rattle of crisp bank-notes. He performed his little acts of kindness with an almost eerie tactfulness and all my attempts at drawing him on to speak met with a subtle evasion. "But, lying there on my back for three days, I often gave myself up to studying him with a view to summing him up. That he was a man who had moved in refined circles I had no doubt; that he harboured a secret I sensed acutely. I noticed his luggage consisted merely of an almost new kit-bag, and I wondered whence he had come and whither bound."

On the morning of our arrival in Sydney I arose, very shakily as the result of my enforced confinement, while the others were yet asleep and removed from my face the result of four days' growth. As it was breaking dawn I made my lonely way to the fore-cabin and there I stood inhaling deliciously refreshing draughts of invigorating sea air. As it grew clearer I scanned the horizon for a glimpse of the imposing Sydney Heads, but the view was obscured by a thin, chilling drizzle and a light fog. On a sudden I heard a light footstep behind me and there he was. We passed the usual conventional platitudes and as if by mutual consent we both lapsed into silence, although I felt that he was thinking as I was.

It was he who broke the silence. "You are going to the East?" he said. "Yes," I answered, and returned the question. "Oh, I—I," he stammered, as if startled into thinking of his destination for the first time; "I am going to—anywhere," he finished lamely. I did not wish to intrude into the secret places of his soul, but I enquired of him quietly, bringing to my question, all the understanding I could muster. "Would you not like to speak? If you care to, please do. It might help." He thanked me with a look.

"Who I am and where I come from exactly I cannot tell you, or rather would prefer not to. I was in the war. When I was demobilised things seemed all different. I could not settle. For three years now I have been drifting, wandering around—just searching. What I am looking for I can't express quite. I just vaguely call it something. I used to be a care-free sort of devil just taking things as they came, living for the day, but the war changed all that. I feel I have a purpose to fulfil. I have reached the stage where I can see that we all have some definite purpose to fulfil. We are all working to some common purpose. Some of us find it early; some of us find it late; some of us find it never. . . . those are the tragedies of life. Meanwhile, I'll just go on searching and who knows I may find that something, that means—everything."

When we had berthed at Sydney he helped me with my luggage into the Customs examination shed. As he gripped my hand in farewell he said with a wistful smile, "Well, I may see you in China—who knows?" With that he was gone, swallowed up in the noisy, bustling throng of humanity that crowded the shed.

I often think of him and what he said; and in thinking of him I wonder if he has found that for which he is seeking—for what most of us, mayhap unknowingly, are seeking.

A. LEX.

MORE ICE FOR LOCAL CONSUMPTION.

DAIRY FARM INSTALLING NEW MACHINERY.

The Dairy Farm, Ice and Cold Storage Company have accepted tenders for new ice-making machinery, which it is intended to have installed early next year, in time to cope with the summer demand in 1928.

The new plant will have a capacity of 80 tons a day, practically doubling the present output. The new machinery will comprise a York-Shipley plant, for which the local agents are the Jardine Engineering Corporation.

SEAPLANES FOR HIGH SPEEDS.

BRITISH EFFORT TO WIN SCHNEIDER CUP.

SIX MILES A MINUTE.

London, Aug. 5.

A big British effort is to be made this year to win the Schneider Cup, the race for which will take place at Venice at the end of next month.

Three types of high-speed seaplanes have been built to the order of the Air Ministry, and have recently been undergoing flying tests at the Royal Air Force stations at Calshot and Felixstowe. They are a Supermarine Napier S 5, a Gloster Napier-IV, and a short Bristol Crusader.

The first two are equipped with Napier-Lion water-cooled engines, while the Crusader is fitted with a British Mercury air-cooled engine.

Air Vice-Marshal Scarlett, Commanding the coastal area, will have command of the British pilots, who will be officers of the Royal Air Force.

The team has undergone searching training in high-speed flying, as a speed of something like six miles a minute may be required to win the race.

The opposition will be provided by the United States, who claim to have evolved a seaplane capable of a speed of over 300 miles an hour, and by Italy. The race was won last year by Italy at a speed of 246½ miles an hour.

There will be neither French nor German entries.—*British Wire- less.*

QUEEN'S THEATRE.

MILITARY BAND TOMORROW EVENING.

As already announced, the Band of the 1st Battalion of the Northamptonshire Regiment, by kind permission of Lieut.-Col. S. H. J. Thunder, C.M.G., D.S.O., M.C., and Officers, is to play in the Queen's Theatre to-morrow at the 5.10 and 9.20 performances, the Bandmaster, Mr. W. Crosswell, L.R.A.M., conducting. The pieces to be played at the 5.10 performance are the march, "Washington Grays" (Griffiths), and a grand selection, "Samson and Delilah" (Saint-Saens). The items at the 9.20 performance are the two already mentioned and in addition a cornet solo, "I'll sing thee songs of Araby" (Clay) with L/c. A. Green as the soloist.

STAR THEATRE REVUES.



Mr. Fred Collier, baritone and dancer in the new Our Cabaret company, which opens its Kowloon season at 9.30 to-night in the Star Theatre with "Cocktails."

HOW MUCH DO YOU KNOW?

TO-DAY'S QUESTIONS.

The following general knowledge paper has been taken from the *Daily Express*.

Answers, for those who need them, will be found on Page 13 of this issue.

1. Who instituted the title "baronet"?
2. Why is calico so called?
3. Of what wood were bows usually made in the days of bows and arrows?
4. How many V.C.'s were awarded during the great war?
5. How long did the Taj Mahal take to build?
6. What is a quagga?
7. What was the name of Socrates' wife?
8. What would the height of a 16-hand horse be in feet?
9. Who was Mary Queen of Scots' second husband?
10. What were the names of the Patent?
11. What famous building was designed by the designer of Regent-street?
12. Where was Gray's "Elegy" written?
13. Who crossed Niagara Falls on a tight-rope?
14. Which of Henry VIII's wives outlived him?
15. What famous artist illustrated Dante's "Divine Comedy"?

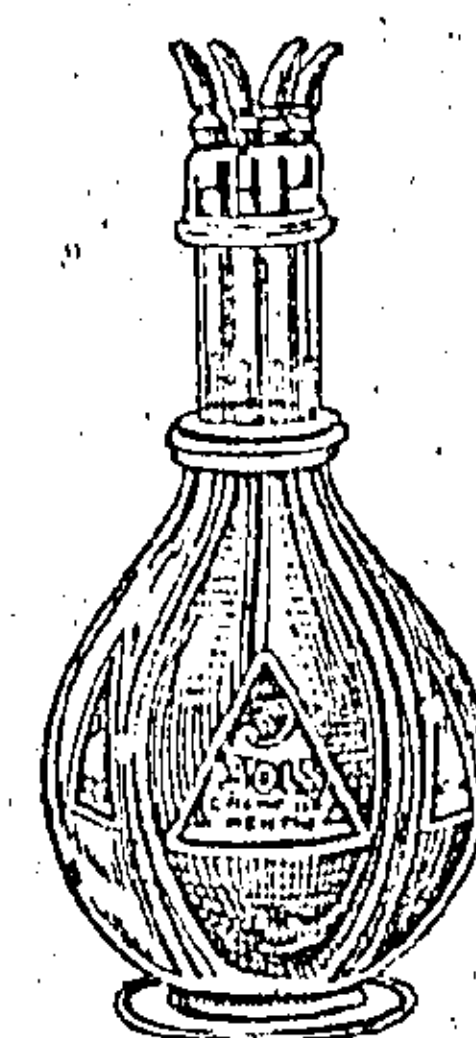
New Frocks, Gowns and Millinery



Featured among to-day's notable offerings are.—

AFTERNOON & EVENING DRESSES, TENNIS FROCKS, WHITE AND COLOURED FELT HATS.

Wm. POWELL, Ltd.



ERVEN LUCAS

BOLS

QUAD-DECANTERS

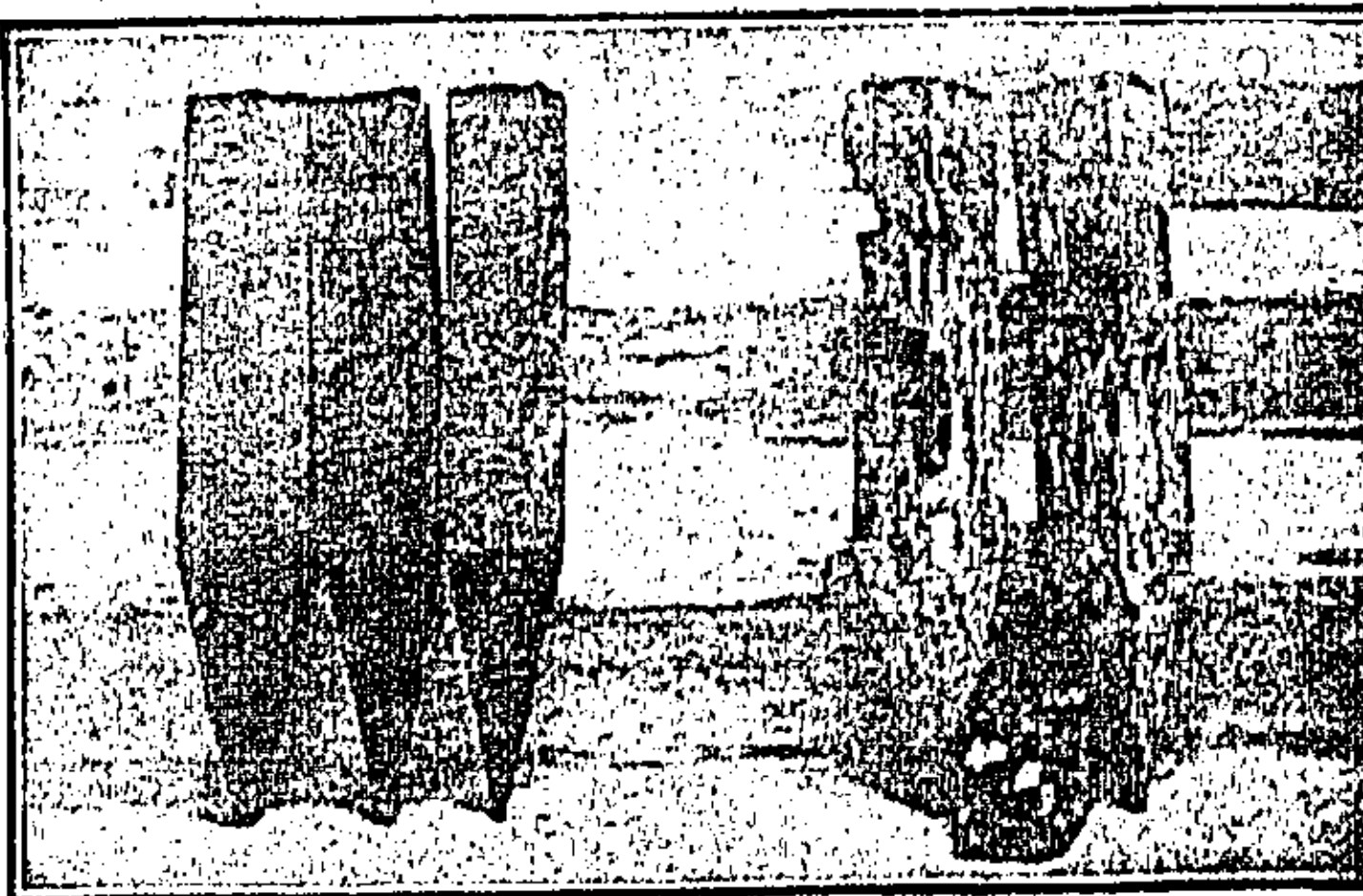
Four Liqueurs in one Bottle.

A saving of time and joy to the eye.

CALDBECK, MACGREGOR & COMPANY, LIMITED.
(Incorporated under the Hongkong Companies' Ordinances 1911-1915.)
Prince's Building Telephone 75 Central.

DIPHENSO

WOOD PRESERVATIVE & WHITE ANT DESTROYER



Treated with Diphenso

Not Treated with Diphenso

Obtainable in various shades from

SHEWAN TOMES & CO.

Sole Agents.

A new assortment of

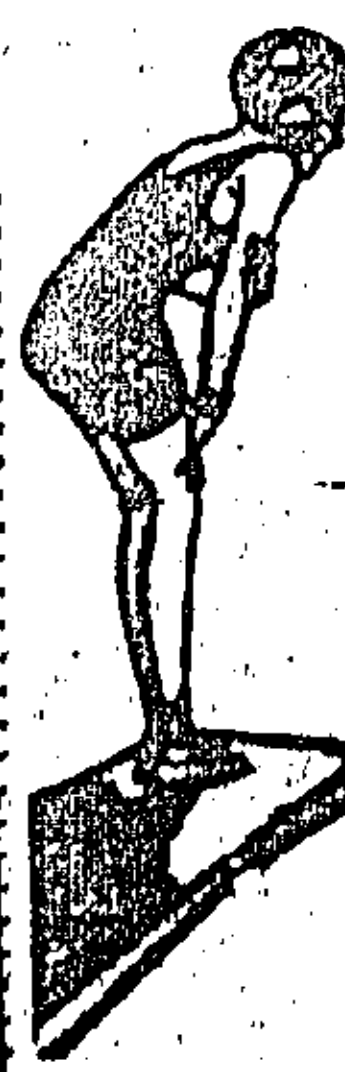
BATHING CAPS

IN LATEST STYLES

AT MODERATE PRICES

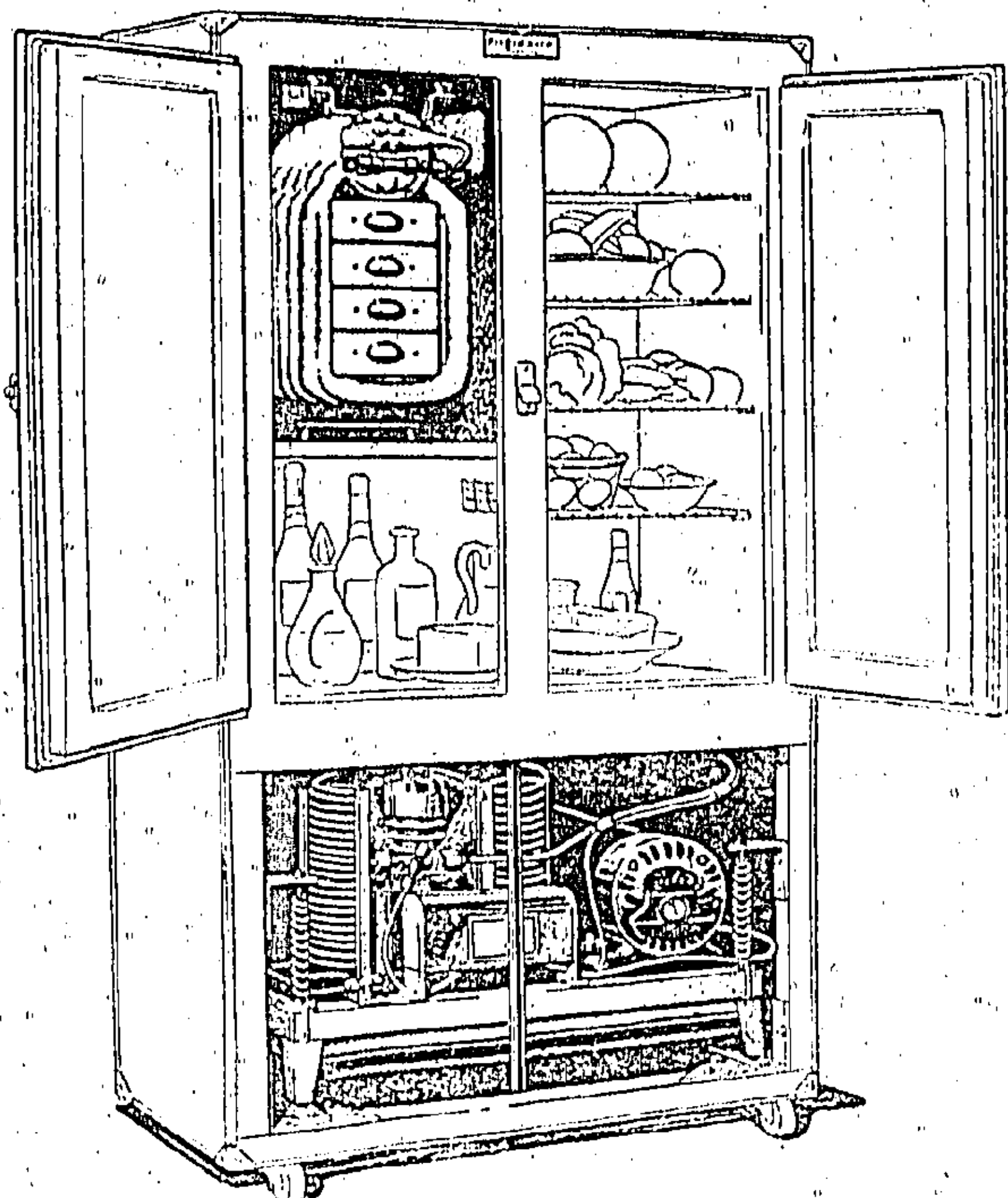
THE COLONIAL DISPENSARY

14, Queen's Road, Central Tel. 1877.



Frigidaire

ELECTRIC REFRIGERATION



FRIGIDAIRE is a miniature cold storage plant, for use in the home. Supplied complete with Cabinet and Cooling Unit.

The uniformly low temperatures of Frigidaire provide the same high standard of refrigeration and the same quality of service as that maintained in large cold storage plants. Frigidaire is entirely automatic in operation. There is nothing to start, nothing to stop, nothing to regulate. Just connect with wall socket.

Sole Distributors for Hongkong & South China.

THE UNION TRADING CO., LTD.

York Building.

Phone C. 587.

(THE WORLD LADIES' AND GENTLEMEN'S HAIRDRESSING SALOON.

58, Nathan Road, Kowloon.

Splendidly situated in the Heart of the European section. Competent, experienced hairdressers assuring stylish cut. Elegant equipments and good sanitary conditions throughout.

Most up-to-date machine and method for Permanent Wave. Price very reasonable.

We open daily from 8 a.m. to 8 p.m. except Sundays, when the hours are 10 a.m. to 1 p.m. Phone Kowloon 1378.

TRAVEL

Steamship Tickets to all parts of the World.

Railway Tickets issued in Chinese, Japanese, Indian, European, American, Canadian and other Lines.

Through Tickets to Europe via United States and Canada.

ALL TICKETS SOLD AT TARIFF RATES.

Independent and Conducted Tours arranged to all parts of the World.

Baggage and Accident Insurance.

Carry American Express Travellers Cheques.

For complete information apply

THE AMERICAN EXPRESS CO., Inc.

Phone C. 4625.

4a, Des Voeux Road Central.

ELECTRO-PLATING.

OVER TWENTY YEARS EXPERIENCE in the Electro-deposition of Metals in Hongkong, places us in a position to offer reliable and efficient service for the plating of articles in Gold, Silver, Nickel and Copper.

Artistic finishes in Bronze, Antique Copper, and Oxidized Silver.

Polished and Lacquered Brassware.

William C. Jack & Co., Ltd.

ELECTRICAL ENGINEERS,

Tel. Central 358

Hongkong



IT'S QUALITY THAT COUNTS

MRS. MOTONO

Hand and Electric MASSAGE

No. 31B, Top Floor Wyndham St. Hongkong.

GOING FOR A HOLIDAY?

Don't forget to include Pinkettes in your remedy kit. Constipation and biliousness are both for midable contributing factors to sea sickness and train sickness. The judicious use of Pinkettes, the gentle little laxatives and liver regulators, will do much to prevent them, also to keep you well while away. Of chemists everywhere, of post free 60 cents the vial, from The Dr. Williams' Medicine Co., 60, Kingston Road, Shanghai.

PINKETTES KEEP YOU WELL.

HERATA AND MENI.

MASSAGE, CHIROPY.

and

MANICURE.

2nd Floor,

Yee Sang Fat Building,

Queen's Road Central.

MASSAGE PARLOUR.

PROF. I. K. SETO.

Expert Japanese Masseuse practised in America, Japan & Shanghai over 20 Years.

14, Queen's Road Central,

1st floor.

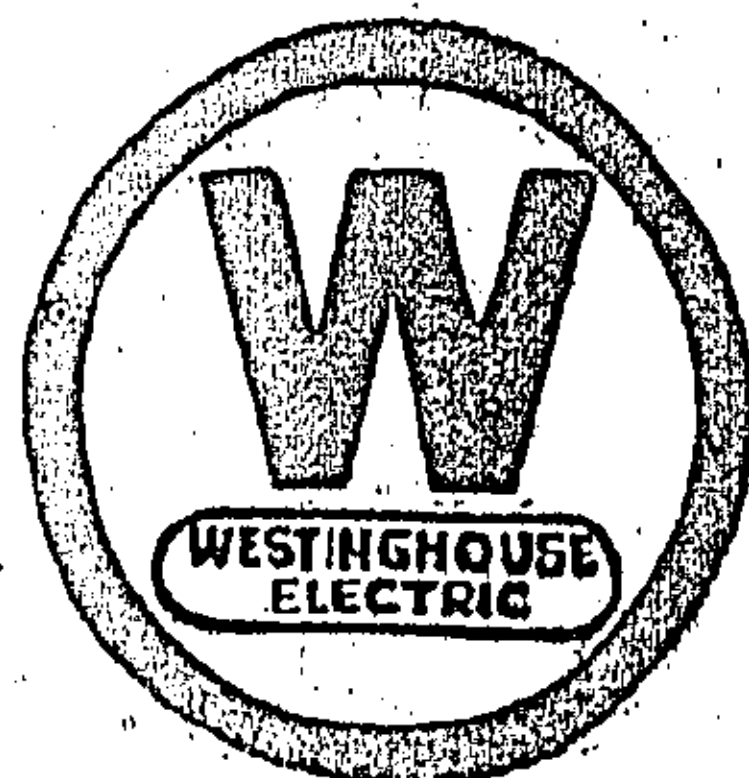
EXPERT MASSEUR.

Cures Rheumatism, Nervousness and all kinds of chronic ailments.

Madame H. MORITA.

Madame E. AKAJI.

23, Wyndham St. Tel. C.4895.



Reiss, Massey & Co., Ltd.

DISTRIBUTORS.

Exchange Bldgs.

Tel. C.675.

BERLIN BARGAIN SALES.

A COUNTER-ATTRACTION TO HOLIDAYS.

EFFECTS OF SHARE FALL.

Berlin.—The holiday season, which sets in promptly every year in Germany with the closing of the State schools on or about July 1, is generally regarded as an index of the situation, social, economic, and political. This year a new problem has arisen, after one of the wettest summers on record—the closing of the opening of the summer sales with new cheap long-distance holiday excursion trains put on during the first few days of the school holidays. Sales such as have never been known before are brought about by an unprecedented shortness of money in business life. It would not be an exaggeration to declare that many heads of families have been tossing up as to whether the cheapness of everything just now would not make it worth while to stop at home and buy everything that was ever wanted for family and household. The fact remains that such genuine reductions in first-class articles have seldom been seen in any big city. They would make a journey from abroad to Berlin almost as worth while as when the mark was at its lowest.

Fewer Visitors.

As regards this year's popular holiday resorts, the "Black Friday" of the Berlin Stock Exchange, about six weeks ago, which ruined so many speculators, is said to have made a marked difference in the number of Germans visiting the Lido and other spots specially favoured by the wealthy. They are going to Austria instead, where the Tyrol is said to be particularly cheap on German marks. Families are flocking to the old-fashioned, moderately-priced Baltic coast. Rhine trips are also greatly favoured again. Identity cards are all that are needed in spots held in abhorrence during the past summers since the war, owing to the all-pervading influence of the armies of occupation. The Rhine, not only beloved as a national institution and an inspiration of the poets, is also the favoured goal of honeymoon trips. The newly-married are flocking back again, and Germany is herself once more.

British Model.

An innovation, on the British model, is the number of tour and travel bureaux which have opened this season. Conducted tours, with everything paid in advance, were practically unknown in Germany, whose tourists, if hotel and restaurant keepers are to be believed, were always among the most lavish in ordering "extras" and tipping, and knew nothing of paying everything in advance beforehand. Mediterranean and other sea trips offer some very fine opportunities at particularly reasonable prices. As in everything they undertake, the Germans are setting about the "popular" tour with such thoroughness that their organisations will be worth while watching. For those who stop at home, the amusement tax has been taken off omnibus fares for the week-end rides into the country has been met with a chorus of indignant protest. People were not aware that their week-ends had been taxed, nor, it is argued, is an omnibus ride an amusement. What with the weather and what with expensive fares, week-ends have hitherto not been so popular as the propaganda would seem to have justified.

REJECTION OF DIAMOND BILL.

ITS EFFECT ON THE CONTINENT.

The Antwerp diamond merchants have decided to close all the diamond-cutting establishments in order to reduce the large stocks of cut diamonds which are at present bringing business to a standstill. The decision follows upon the rejection of the Precious Stones Bill by the South African Senate.

The employers and workmen have agreed upon the complete cessation of diamond-cutting in Belgium on July 11. In Antwerp alone about 15,000 workmen will be thrown out of work, and 1,000 employers will cease to do business.

The South African Senate rejected the Precious Stones Bill on June 29, following the Government's refusal to accept an amendment of those clauses which provided for the retrospective confiscation of rights acquired under the existing alluvial law. In urging the Government's acceptance of the amendment, Sir David Harris, the chairman of De Beers, said: "If this Bill does not pass this session of Parliament it will mean disaster and the collapse of the whole diamond trade will feel that Government is unable to pass a Bill to control the output of diamonds, and all merchants and traders will be tumbling over each other in order to make their losses as small as possible." The South African Flag Bill was also dropped for the Session, owing to differences between the two Houses.

CHINESE OPERA VIRTUOSO.

WILL TOUR AMERICA AND EUROPE.

Miss Chieng Chue Fong, is causing a decided furore in Chinese theatrical circles. This talented young actress made her debut in Manila some years ago and more recently has been appearing in Peking, where she met with unbounded success, many of the leading Chinese artists writing poetical plays for her in which she won fresh laurels from the appreciative artistic element there. Echoes of her histrionic ability finally reached Shanghai and she was offered a contract. She is now playing nightly to crowded houses at the Tien Sien Theatre at a salary that even the biggest movie star in America might envy.

Miss Chieng Chue Fong is the adopted daughter of Li Yuan Hung, third President of the Chinese Republic and is a protégée of Mei Lan Fang, who is loud in his praises of her excellent work and undoubted talent. Miss Chieng Chue Fong is a modest and unassuming young girl quite unspoiled by the praise heaped upon her. Time and again she has been offered presents of jewels, but she always refuses these maintaining, unlike her sister artists abroad, that acceptance would tend to lower her self-respect. Miss Chieng Chue Fong is not only China's foremost actress but is a singer of unusual ability. She will appear in Shanghai until September under her present contract, after which she will tour Japan under contract with a local producer who will then take her to Europe and America.

Her sister appears with her taking the role of a man, which is a departure from the usual Chinese custom of males impersonating females. A brilliant and successful future is predicted for this young Chinese actress by all who have seen her in Shanghai and the opportunity of hearing her sing operatic roles in Chinese should not be overlooked.

CENTURY OF VARSITY CRICKET.

NOTABLE GATHERING OF FAMOUS PLAYERS.

Many notable cricketers, famous in the history of the University match and in that of international encounters, gathered at the Savoy Hotel to celebrate, under the chairmanship of Lord Harris, the centenary year of the Oxford and Cambridge match, last month.

One had only to glance round the room to be immediately reminded of great struggles of the past, in several of which a large number of those present had taken part.

Lord Harris, who himself was in the Oxford eleven as far back as 1871 and 1874, had around him an historic company, which included Viscount Chelmsford, who as the Hon. F. J. N. Thesiger, captained Oxford in 1890, and who, after starting to play in the match the following year, retired owing to an injury.

There were also: Rev. the Hon. Edward Lytton, captain of Cambridge in 1873. G. H. Longman, captain of Cambridge in 1874 and 1875.

E. F. S. Tylecote, Oxford captain of 1871 and 1872, and the only surviving member of the England team against the Australians at Lord's in 1886.

S. M. J. Woods, one of the most famous of Cambridge captains, and a very remarkable Rugby footballer.

P. F. Warner, who did not captain Oxford, but led an England team which recovered "The Ashes" from Australia.

A. J. Webbe, M. C. Kemp, L. C. H. Palairet, H. D. G. Leveson-Gower—all Oxford captains.

W. H. Patterson, Timothy O'Brien, Sir K. J. Key, Canon Douglas Hamilton, A. H. Evans and W. W. Pulman (Oxford) and Sir J. E. Kynaston Studd, the Cambridge captain of 1884.

A bill forbidding the teaching of evolution in Missouri has been defeated by a narrow majority. The framing of the bill was a "stunt" of one of the lobby correspondents of the State legislature to brighten up a dull session. So it was drafted to expel Darwin from the schools. Seven special trains brought hundreds from St. Louis to Jefferson City, the capital, to support the bill, and the cry went up from the country districts: "Protect our children from these professors." At the final reading, the Chamber was crowded to suffocation and a monkey was placed over the Speaker's chair. After several amendments, the bill was thrown out by 82 votes to 62, and the lobbyists breathed a sigh of relief.

TAXIS OBTAINED BY TELEPHONE.

HOW STOCKHOLM CALLS A CAB.

CURE FOR CRAWLING.

The imminent departure of the crawling taxicab from some of the main streets of London and the possibility of an extension to other streets of the ban on crawling, raises in an acute form the minor problem of calling a cab, comments a London paper, and proceeds: When the order is put into force, residents in the large area concerned will have no means of obtaining one in a hurry other than those provided by an elusive list of cabs in the telephone directory. The time seems ripe, therefore, for a development of telephone practice in this matter, on the lines adopted in some foreign cities.

The example of Stockholm, where the authorities have overcome a problem similar in kind to that presenting itself in London, is as good as any.

With the progressive spirit which marks Sweden's telephone administration, a system has been in operation which centralises the control of all telephones connected to cab-ranks at one switchboard. Every call for a taxicab is at once switched to that board. In the operating room where it is placed, there is mounted a map of the city, divided into six districts. Small lamps mark the position of each taxicab rank. When a cabman arrives at a rank he at once inserts into a "jack" in the telephone box a special plug which enables the central switchboard operator to communicate with him if he is required.

Lamp Signals.

When the operator presses a key associated with the circuit of any of the six districts, the lamps which denote stands at which cabmen are available for hire will be lighted. At those ranks where no cabman is waiting—and consequently where no plug has been inserted—the lamps in the exchange remain unlit.

A telephone subscriber who wants a taxicab asks for the taxicab exchange and the call is switched to the special operator. The caller gives his name and address, and the operator presses the key for the caller's district and the lights on the map are lit. In a moment the operator sees all the ranks near the caller where cabs are waiting, and the nearest to the caller's address is sent there. If the nearest is some distance away, the operator obtains the caller's consent before sending the taxicab. The average time of waiting is about two minutes. The cost of operation is largely, though not entirely, paid by the Stockholm Taxicab Society, which considers that each cab, by means of this system, gets four or five hirings a day more than under the old conditions. Moreover, the cost of petrol and of the wear and tear while "crawling" is saved.

Some such scheme for calling a cab quickly will be needed in London when the taxicabs cease to "crawl."

"ANTIQUITY."

CHRISTIANISED VIKINGS IN ENGLAND.

The second number of "Antiquity" supports the promise of the first. It affords a welcome commentary upon the current results of archaeological work and contains a number of special studies upon points in which the whole intellectual world is closely interested.

The feature of chief "domestic" appeal, so to speak, is perhaps Mr. W. R. Collingwood's article on "Christianised Vikings," which puts forward the proposition that Viking settlers in England were largely, if imperfectly, converted to the new religion in the ninth century, long before the general conversion of their Scandinavian home, and that some of their early descendants in northern counties became the founders of churches which have lasted until to-day.

"Where Did Man Originate?" is the wider problem to which Dr. E. A. Hooton addresses himself. His judgment, based on a survey of anatomical and other remains, leans to the view that "Nature tried a number of experiments in the direction of developing anthropoid forms in a humanoid direction," some of them successful and some not, and that "some of the early and crude attempts resulted in protohuman types which have become extinct."

Mr. D. Randall MacIver's paper on the Etruscans includes the warning that an elucidation of the Etruscan language can open no very wide range of discovery, owing to the meagreness of the inscriptions awaiting interpretation. Mr. O. G. S. Crawford evinces strong disbelief in the authenticity of the Glozel exhibits.

THE EDUCATION CORRESPONDENCE.

EXAMINATION AND INSPECTION.

The Imperial Education Conference last month discussed the subjects of examination and inspection, the Duchess of Atholl (Chairman of the Conference), presiding. The official report states:

Mr. J. A. Riehey (Educational Commissioner, Government of India), spoke on external examinations. An external examination, he said, is not a part of education; properly regarded it is not the completion of an educational stage, but the threshold of a new stage. As an entrance test to a new course it has its uses. As a stimulus to study, even as a test of the standard of teaching, an examination leaves much to be desired. Educationists are endeavouring to free their schools from the indirect control of external examining bodies, and the introduction of practical, or non-university, subjects into the curriculum gives the educationist a chance of success in this struggle. With proper arrangements for the cooperation of teachers, an examination is much less harmful educationally and in these non-university subjects the cooperation of the teacher is essential.

Mr. W. W. McKechnie (deputy secretary, Scottish Education Department) spoke on the respective functions of examination and inspection. The inspector, he said, must have a sound digestion and a sense of humour; he must be the friend and helper of the teacher. Luckily he now generally possesses these qualities. Inspection is firmly established in this country: it is on examinations that the guns of the critics are trained. There is, however, a proper place for good examinations in the educational system. The present tendency, a sound one, is towards simple questions and a high standard of marking. The stimulus to work should, however, come from the teacher and not from an outside examination.

Suitable Approach.

The good examination should leave the teacher free to teach the subject by the most suitable approach, without concerning himself whether he is within the narrow lines of an external examiner's views. The performance of a student throughout the course should surely weigh as heavily as his achievement on the one day of the examination. It was, therefore, desirable to check the capricious results of written examinations by taking the most careful account of the school records and of any exceptional circumstances that might have affected the candidate on the examination day.

During the general discussion the following spoke:

Professor Peacock (Barma), Mr. Tate (Victoria), Dr. Butler (Irish Free State), Dr. Viljoen (South Africa), Mr. Davies (Cochin), Mr. S. H. Smith (New South Wales), Dr. Dunciciff (Punjab), and Sayyid Ali Akbar (Hyderabad).

The Duchess of Atholl, summing up the discussion, said that the day for the ending of examinations had not yet come. At the same time the school ought not to be dominated by external examinations. If it were accepted, as had been generally agreed in the discussions on Group A, that the varied capacities of children called for varied courses of instruction, it followed that within reasonable limits there should be alternative examinations. It had been shown that some safeguard against undue domination could be found in the use of the school record. There was also, she thought, general agreement with what had been said as to the value of inspection. The day of the examiner might go—that of the inspector never. The inspector was more and more regarded as the counsellor and friend rather than as the person who imposed tests.

The afternoon was devoted to work on the committees.



When a girl looks her best she generally finds what she is after.

Pick out your Son—

How High Will He Rise?

HE'S only a youngster now—but can you see him at 40?

If you live and keep your health, he's going to have a chance to be an agriculturist, doctor, executive, financier, lawyer, merchant—successful and prosperous—and will follow his natural bent.

But What If You Die?

The successful jobs demand education and they also demand a period of service when the boy will have to look to you for some financial help.

It will cost you little to protect his future. We'll gladly show you how if you'll send us the coupon below.



THE MANUFACTURERS LIFE INSURANCE COMPANY
HEAD OFFICE, TORONTO, CANADA.

At present I carry \$ insurance on the plan. I have a wife and children dependent on me for support. What policy would you suggest my purchasing?

Name Address

ARNHOLD & CO., LTD.

AGENTS,

French Bank Building, HONGKONG.

Tel. Co. 1500.



The
FINEST
and
PUREST
MANILA
Cigars

Sold by
YOURS TRULY

GUARANTEED by the originator
C. INGENOHL

Tobacco Store
22, Des Voeux Road C.
(Tel. C.1856)

For your floor—furniture—and
every domestic article requiring
a stained and varnished finish

"Wilheyela"

Oil Varnish Stains

IN

Oaks—Walnut
Mahogany—Satinwood
Rosewood—Ebony Black

Can be applied by anyone.
Always reliable, never sticky.
Non-poisonous and Durable.

AGENTS—

S. C. LAY & CO.

Alexandra Building.

Telephone C. 763.

Wilkinson, Heywood & Clark
SHANGHAI. HONGKONG.

THE NAVY'S CHOICE

Coates'
ORIGINAL

PLYMOUTH GIN

OBTAINABLE.

EVERYWHERE.

RED JUDGE SHOT IN COURT.

AMAZING SCENE DURING COURT MARTIAL.

UNKNOWN ATTACKER.

To the growing list of attacks on members or representatives of the Bolshevik Administration there was added the other day one of the most daring in the blood-stained record.

All that the official announcement declares is that: "An unknown man shot at and severely wounded Orlov, the President of the Moscow section of the Soviet War Tribunal."

This sparse information is supplemented, however, by the news reaching Berlin that the attempted assassination actually took place during the proceedings of a court-martial in Moscow.

The assailant made no attempt to leave the court, and was handed over to the Cheka or Secret Police, who it is announced will "conduct a strict investigation, with a view to discovering the accomplices of the assailant and the motive of the attack."

There is every reason to fear that the latest outrage will renew or intensify the reign of terror that the panic-stricken rulers of the Kremlin initiated after the assassination of the Soviet Ambassador at Warsaw.

There are, too, indications that the dictators will seize the opportunity afforded by such a deed committed in the very heart of their citadel to conduct with sharpened weapons the war against Trotsky, Zinoviev and the other opponents within their own ranks.

As was briefly announced last night, the disciplinary committee of the Central Executive have recommended that body to consider the advisability of expelling Trotsky and Zinoviev from the inner Soviet councils.

Leniency Explained.

Comments from Moscow suggest that this recommendation was by no means so strong as had been anticipated in view of the very outspoken opposition of the two offenders who are in revolt against Stalin, Lenin's successor, because they consider he is not sufficiently "red."

This mildness it is explained, is by no means due to any feeling of tenderness for Trotsky and Zinoviev. The explanation is much simpler and at the same time vastly important.

The Disciplinary Committee has not dared to advise their expulsion outright, because they realise that the opposition has gained enormously in strength, and because they fear that such direct action against its leaders would precipitate the internal crisis that threatens to overwhelm the Soviet Republic.

In these circumstances, the fear exists that the shot fired to-day in Moscow will reverberate throughout Russia. In other words, that it will be the signal for the dictators to proceed against their internal enemies with the same terrifying measures that they applied to their external foes after the Warsaw assassination.

SHARE HAWKING.

PEERS THINK £200 PENALTY NOT ENOUGH.

The House of Lords recently completed its consideration of the new Companies Bill, which is a comprehensive enactment of the recommendations of the Company Law Amendment Committee presided over by Lord Wrenbury (writes our Parliamentary correspondent).

The Bill, which now awaits a third reading before being sent to the Commons, is designed to prevent abuses of company law such as have been revealed in recent notorious prosecutions.

Under Clause 85 it is declared to be unlawful for any person to "from house to house" offering shares for subscription or purchase. The penalties for infraction of the regulations began with liability to a fine of £200; but this was not strong enough for Viscount Bertie, who moved that the initial punishment should be six months' imprisonment or the alternative of a fine, and this amendment was made.

Strawberries were scheduled as the special feature of the fortnightly meeting of the Royal Horticultural Society at Vincent-square, but, doubtless owing to the long period of drought experienced at a critical period, there was but one

FIFTY YEARS IN ONE CHURCH.

JUBILEE OF DR. WILSON OF WOOLWICH.

NOTABLE RECORD.

Woolwich has been all agog with the celebrations of Dr. Wilson's 50 years' ministry of the Baptist Tabernacle.

Wilson of Woolwich is known not only throughout the Free Churches of the country but far across the sea. Woolwich Tabernacle is indeed a local romance.

Fifty years ago a Scottish student from Spurgeons' College began his life's work in a little chapel in Child-street, Woolwich. The congregation overflowed to a larger building on Polson's-hill, and then, nearly 30 years ago, the great tabernacle was built. Woolwich wondered at the courage of the minister who began such a colossal task, almost single-handed, but the building was completed.

Through the years the church has been a centre of social and religious enterprise.

It has housed the largest congregation in South London, assembling week by week, for public worship.

Long ago, when Mr. C. Booth wrote his survey of life in London, he placed among the foremost agencies of social reform Mr. Wilson's work, and his judgment has been confirmed by the verdict of the years.

Educational Work.

For many years Dr. Wilson was one of the progressive members of the London School Board. A true Scot, he was keenly interested in education, while in temperance work he has been an active leader.

The last time I saw Will Crooks in his little home in Poplar, we talked about the difference between the grip on a constituency of a politician and of a pastor, says a London writer. Will, in his inimitable fashion, described the politicians as elected with cheers one year and "chucked" out with jeers the next, but the minister, by his transparent sincerity, got a hold of the hearts of the people in another way. He illustrated his point by a reference to Woolwich.

Wilson, he said, contests an election twice every Sunday and wins every time.

During the war Dr. Wilson, with his wife, was continually engaged in caring for troops.

They have fathered and mothered great numbers of young fellows working in the Arsenal or in camp.

The jubilee celebrations began on Sunday with crowded congregations. In the afternoon Miss Ammon, daughter of Mr. Charles Ammon, M.P., deputised for her father. To-morrow the Mayor of Woolwich is giving a reception in honour of Dr. Wilson, and during the week there will be meetings and social functions.

In politics John Wilson stood by Mr. Lloyd George, and the Liberal leader has spoken in the Tabernacle upon several occasions.

AGE LIMIT OF AN EGG.

SPECIMENS FROM RUSSIA FRESH AFTER SIX WEEKS.

Fresh eggs and their age limit were discussed when the application of the National Farmers' Union and the National Poultry Council for an order making compulsory the marking of imported eggs was heard before a committee appointed by the Ministry of Agriculture.

Mr. D. S. Carmichael, a witness for the Scottish Egg Trade Association, which opposed the application, contended that the application was premature.

"We have not yet put our own house in order," he said. He did not agree that the age-limit for a fresh egg was 14 days. He had frequently eaten Russian eggs, cooked in various ways, that were six weeks old, but were quite fresh.

The Chairman: I don't suppose you would say you eat them from preference, but rather by way of experience. (Laughter).

The hearing was adjourned.

exhibit. This was a group of fruit in baskets shown by Messrs. Laxtons, of Bedford, and included appetizing fruits of two new varieties, King George and Duchess of York.

EXPERT CRAFTSMANSHIP

AND THE FINEST OF MATERIALS

Are placed at the disposal of architects for Shop, Bank and Office Fittings, Sign Boards, Stained and Leaded Glass Ceilings, Decorative Plaster Friezes, Panelling and Pilasters, Parquetry Floors, Ornamental Grilles, Gates and Fencing.

Photographs, Sketches and Estimates submitted or Tenders given on Architects Details.

ARTS & CRAFTS SHANGHAI.

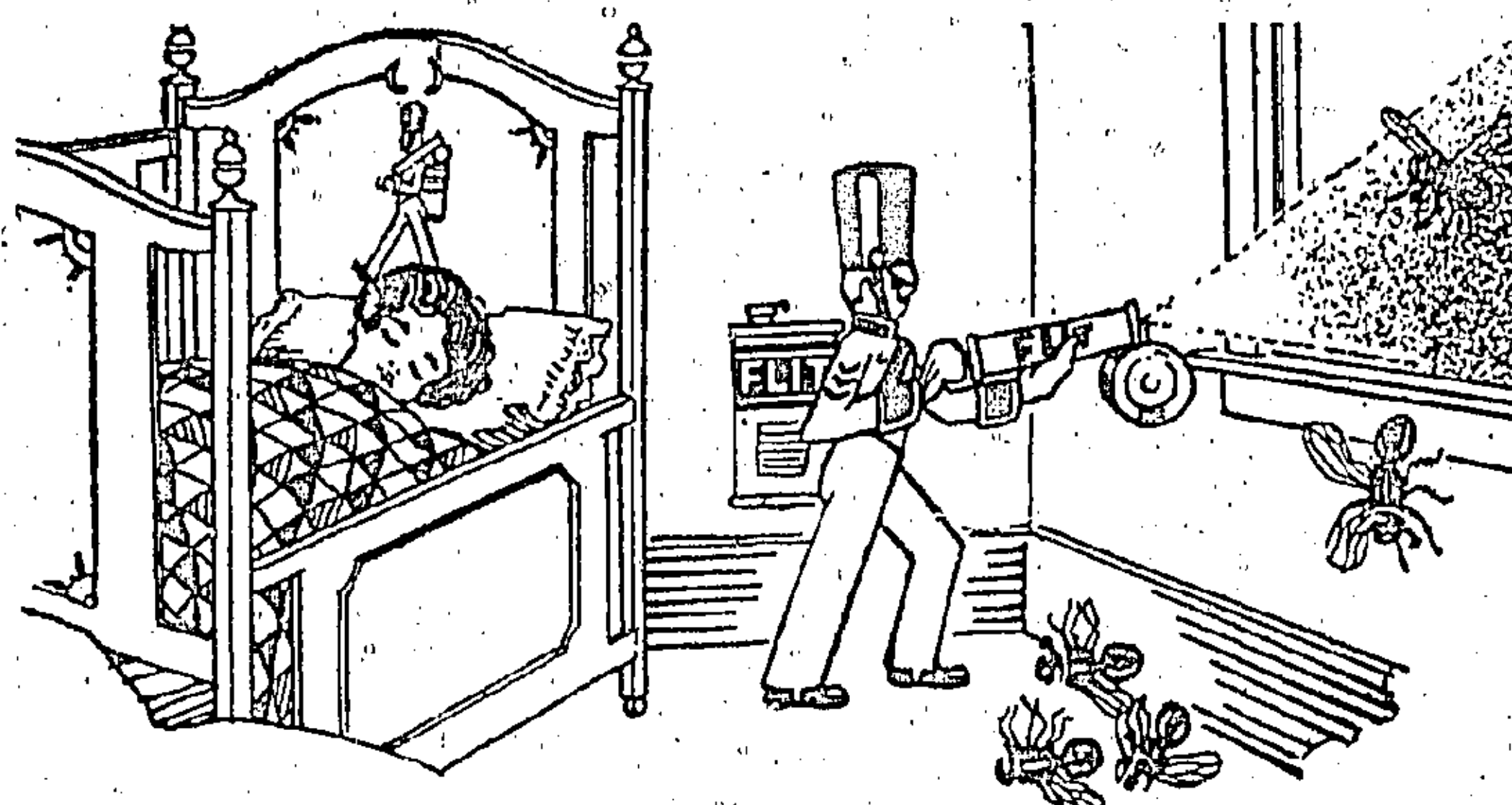
CABLE ADDRESS

"STUDIO"

Codes:

A.B.C. 5th Edition.

Bentley's



Flies Are Children's Deadliest Enemies!

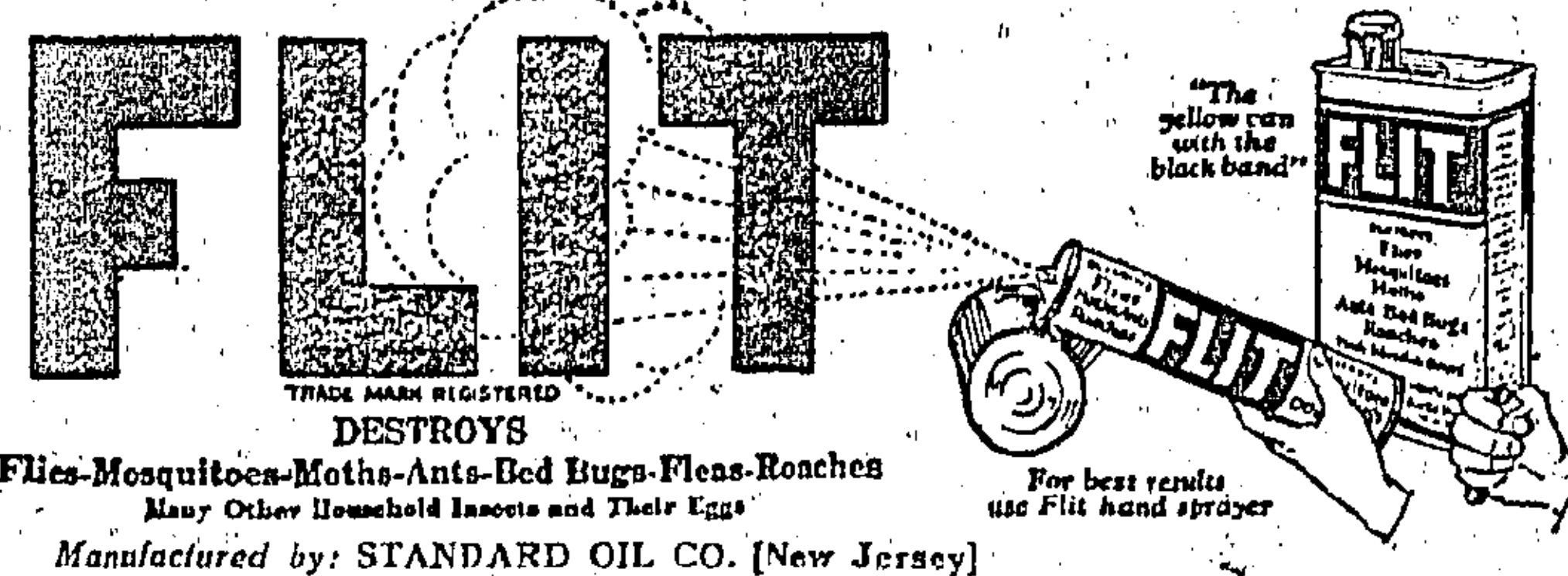
THE fly is the greatest murderer known. Thousands of babies died last year a result of diseases carried to them by flies. Flies are largely responsible for summer diarrhoea and other intestinal disturbances in children.

The fly lays its eggs in filth and, born in dirt and refuse, it comes direct to man to poison him and his food. Under the microscope can be seen its six hairy legs laden with filth and millions of disease germs.

Flit spray clears the house in a few minutes of disease bearing flies, mosquitoes, bed bugs, cockroaches, ants, moths, fleas and silverfish. It searches out the cracks where insects hide and breed, destroying their eggs. Flit spray kills moths and their larvae which eat holes. Extensive tests showed that Flit spray did not stain the most delicate fabrics. Flit is clean and easy to use, death to insects but harmless to mankind. It is economy to use Flit and avoid disease. For sale everywhere.

Sole Agents for China: **MUSTARD & Co., Ltd.**

INCORPORATED UNDER THE COMPANIES ORDINANCES OF HONGKONG.



The movie stars, who were notified to expect a 10 to 25 per cent salary cut, are planning to resist the reductions by every possible means. Tom Mix, who is reported to receive \$3,000 weekly, said: "Perhaps movies have been run on an extravagant and unsettled salary basis, but the fact remains that stars are stock-in-trade and I know what I am worth, and do not intend to accept any reduction." The players belonging to the Actor's Equity Organized Committee are headed by Conrad Nagel.

There was an amusing interlude at the meeting of the Royal Commission on Agriculture in India, when Sir Thomas Middleton asked Mr. A. E. Jarrett, of Jarrett Bros., the Indian cigar importers, if the trade had made any effort to have the duty on Indian cigars reduced. Mr. Jarrett replied: We saw the Chancellor of the Exchequer, and he just smiled at us. Later we invited Lord Birkenhead to dinner, and gave him a good big cigar—the biggest he ever had in his life. (Laughter). He enjoyed it very much. Then the duty was raised.

The Chancellor of the Exchequer, questioned by Captain Crookshank as to the possibility of substituting a tax on petrol for the present motor taxes, said the position remained generally as indicated in the Budget statement last year. The reasons by which they were governed were those of general policy, and the matter was still under consideration. In answer to a further question the Chancellor said he did not think the difficulties were insuperable, but they must be most carefully considered.



TRY A CAPSTAN

This advertisement is issued by the British-American Tobacco Co., (China) Ltd.

AILS A CRAIG MARINE MOTORS (BRITISH)

4-6 HP	2 Cylinder
6-8 HP	2 "
7-12 HP	4 "
10-14 HP	4 "
16-20 HP	6 "
20-24 HP	4 "
28-36 HP	6 "
20-45 HP	4 "
40-70 HP	4 "
40-70 HP	6 "
60-100 HP	6 "

Overhead Camshaft and
Valves, Detachable Heads,
Offset Cylinders, Maximum
Accessibility, Complete
Outfits, Silent and
Vibrationless

The last word in design and Manufacture
Ultra Competitive Prices
DODWELL & Co., Ltd.
SOLE AGENTS

LOCAL PHOTOGRAPHS

ALBUM OF 40 VIEWS—\$3.00
POST CARDS 75 CENTS PER DOZEN.
BEST SELECTION IN HONGKONG.

MEE CHEUNG.

Studio, Ice House St.

Branch 7, Beaconsfield Arcade,

"RICKSHAW" BRAND CEYLON TEA. Cheapest and Best

From all leading Compradores.
PRICE \$1.00 PER LB.

Be Guided by the Quality—Not the Price.

GENUINE "KUMALAR" GOLD MEDAL (HAWAIIAN MAKE)

UKULELE

PRICES RANGING
From \$18 to \$25

KOWLOON MUSIC STORE
Kowloon HOTEL Bldg. KOWLOON

MASSAGE HALL
MRS. S. UZUNOYE
Expert Masseuse
37, Queen's Road, 2nd floor

NEW DESPOTS OF RUSSIA.

VISCOUNT GREY ON THE SOVIET POLICY.

"LET IT ALONE."

Viscount Grey of Fallodon, at an Aldwych Club luncheon, at the Connaught Rooms, dealt with the question of the world revolution as promulgated by the Soviet Government.

Having been Foreign Secretary for ten years, Lord Grey could speak with unrivalled experience on this question, which, as Sir Charles Wakefield, the chairman, said, profoundly affected the peace and prosperity of Europe.

Lord Grey said he desired to treat the situation in Russia as dispassionately as possible, and not controversially. And one fact ought to be remembered: the Bolsheviks did not displace the Tsar's Government; that was done by Kerensky and Millukoff, who worked for a liberal and democratic regime. They were turned out by the Bolsheviks, who set up another and stronger despotism, worked by the same machinery as that used by the Government of the Tsar, and perhaps more efficiently.

Roots of Democracy.

"The policy of world revolution was bound to fail in this country. It was easy enough to upset the regime of Kerensky. Democracy had no chance of getting its roots into Russia. Russia had been used to despotic government, and being prostrate under it, and therefore it was quite easy for the Bolsheviks to seize power.

"But when you come to a country like ours, where personal liberty has been enjoyed for centuries, and where Parliamentary Government has its roots deep in the life of the people, it is a very different thing to upset that.

"The policy of world revolution will fail because it is anti-national. That is why it is breaking down in China."

Our Proper Policy.

"What shall our policy be in future? I am strong on this point, that our policy should be, as far as the internal affairs of Russia are concerned, to leave them absolutely alone.

"There were people who said it was a mistake to break with Russia the other day. There was a good deal to be said on both sides, but the thing had been done, and he hoped no British Government, to whatever party it might belong, would resume relations with Moscow on any footing which was not genuine and sincere.

Lord Grey concluded with a tribute to the Press.

"For several years past," he said, "reading with my own eyes has been so laborious and difficult that I have been unable to read anything in *extenso*, and that has made me aware of one great merit of the Press in this country—the admirable way in which in a short compass a man suffering from the disability from which I suffer can keep in touch with all the most important things that are going on in the world."

COL JNEL MURDERED IN EXPRESS.

MAN LEAPS FROM TRAIN— REVOLVER IN HAND.

A distinguished and wealthy officer, Lieut.-Colonel Sauvalle, professor at the Paris "Ecole de Guerre," was recently murdered in the Cherbourg-Paris express.

Another passenger, who leaped from the train, revolver in hand, is said by the police to have confessed to the crime, but to have refused to reveal his motive.

The express had just passed Bernay (Department of Eure), about 1.15 a.m., when two gendarmes saw a passenger jump from the train.

He fell on the embankment and was found unconscious, grasping a loaded revolver in his right hand. When he recovered he gave his name as William Jean Louis Follain, aged 21, and said he had attempted to commit suicide.

As the train was approaching Paris, at about 4 a.m., a naval quartermaster, taking a stroll in the corridor, found the colonel dead, with a bullet wound in his head. As 3,800 francs were still in his pocket-book and a gold watch in his waistcoat pocket, it was believed at first that he had committed suicide; but as no revolver was to be seen the police came to the conclusion that it was a case of murder.

The Police Commissary drove to Bernay and questioned Follain, who is said to have confessed, but declined to describe the crime or declare its object. The police are inclined to believe that the criminal wished to avenge some relatives sentenced recently by court-martial.

ELECTRIC LIGHT FOR 500,000 HOMES.

CAPACITY OF LONDON'S NEW GENERATORS.

By means of two gigantic electricity generating sets, weighing 500 tons each, which are to be installed at the Deptford West Power Station of the London Power Company, half a million homes could be lit.

Over 1,000 men will be employed for 12 months in the construction of these machines.

The sets, which are to be made by the Metropolitan-Vickers Electrical Company at a cost of about \$250,000, will have generators larger than any hitherto installed in this country.

Each set will consist of a steam turbine of nearly 50,000 horsepower driving a generator which will convert the mechanical power into electrical energy.

The rotating part of the turbine and generator will revolve at a surface speed of four miles per minute or 240 miles an hour.

ADVERTISEMENTS OF GREAT PLAGUE.

"POWDER TO BE BURNT INTO A FUME."

FIRST DISH OF TAY.

Quintly worded and entertaining newspaper advertisements referring to the Plague and the Great Fire of London are forwarded to the *Daily Chronicle* by readers who claim them to be the earliest advertisements of their type.

A few days ago the honour of being the first newspaper advertisement was claimed for one discovered in the files of a Fleet-street office. It was dated 1695. Below are advertisements dated 1658, 1665, and 1666.

The following is taken from the "London Gazette" of 1658: That excellent, and by all physicians approved, China Drink called by the Chinese Toha, by other nations Tay, alias Tea, is sold at the Sultan's Head, a Cophie House in Sweetings Rents by the Royal Exchange, London.

"Of Sovereign Effect."

There is a Powder to be burnt into a Fume prepared by Mr. Eustace Burnby who received it from the Author of it, Doctor Tobins Whitaker, Physician-in-Ordinary to his Majesty, of the Sovereign effect against the Plague and also Contagious Diseases. That being conveyed to divers houses as were visited as free, in the Parish of Giles in the Fields, there has not any person died out of the houses where it has been used, as is attested under the hands of Dr. Bowman, Rector and John Grey, sexton of the said Parish.

The powder aforesaid is to be had of Mr. Eldridge, against the George Inne, in Kings Street, Westminster, at Mr. Cordwains next door to Hinde Court in Fleet Street.

In the *London Gazette* of September 3-10, 1666, a memorable issue giving a lengthy account of the Great Fire, the following private advertisement was published:

Notice is hereby given. That Sir Robert Viner is now settled in the African House, near the middle of Broad Street, London, where he intends to manage his affairs (as formerly in Lombard Street) having by the good providence of God, been entirely preserved by a timely and safe removal of all his concerns, almost twenty-four hours before the furious fire entered Lombard Street.

This, too, was advertised in the same famous issue:

The General Post office is for the present held at the Two Black Pillars in Bridges street over against the Fleece Tavern, Covent Garden, till a more Convenient Place can be found in London.

A correspondent also sends a reference to the newspaper the *Intelligence* of 1648, reporting the escape of Lord Capell from the Tower, and ending, "100 li promised to such as shall return him a prisoner."

This, however, appears to be a report of a public notice, rather than an actual newspaper advertisement.

QUEER SECRETS OF A CASTLE.

EXCAVATIONS AT FAMOUS YORKSHIRE RUINS.

Richmond Castle, which majestically overlooks the Swale and will be much admired by pilgrims for the eclipse, is to be the scene of interesting excavations in the near future.

The castle is one of the best preserved Norman ruins in the land. Within its great walls are trim and vivid gardens and lawns, with incomparable views of the North Riding.

Its keep is intact, and was used in the great war successfully as a prison for conscientious objectors and later as an ordinary military place of detention.

About 70 years ago, when the authorities were not so particular about ancient monuments as they are to-day, there was built on the west side of the great court a long barracks building.

Vandalism went even further, and its second court was cut up in which allotments, pig-sties and chicken-runs were erected, and was used for rubbish heaps.

These latter disfigurements have long since been removed, but the barracks-like building remains. Since the housing shortage the barracks have been let off to poor people in flats, but I was told to-day, says a London correspondent in mail week, that directly the last tenant had left the whole disfiguring lot is to be pulled down and the site excavated.

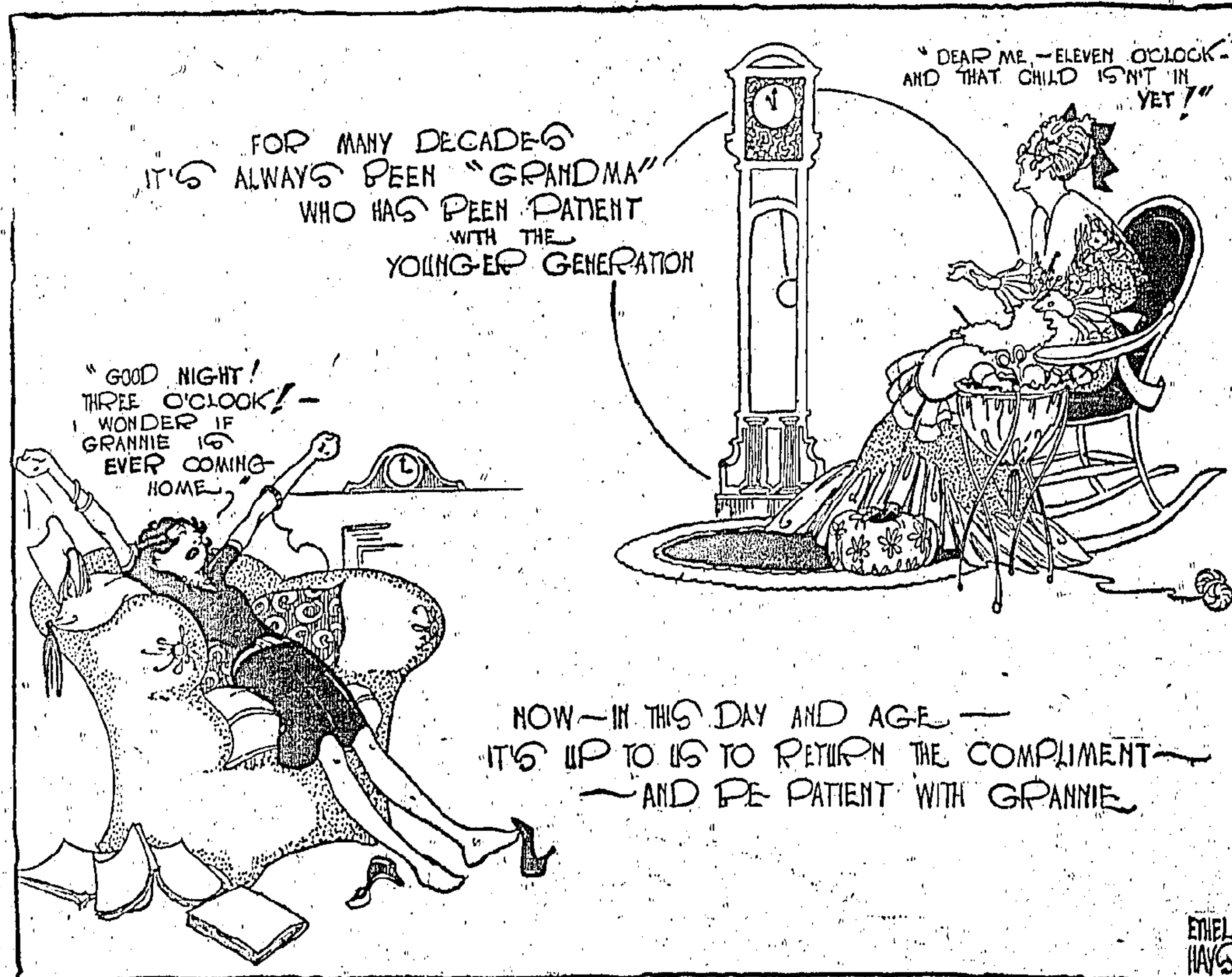
They say that there are unexplored dungeons beneath the building, and also part of the residence and chapel of the White Carols—the monks who came to the Castle by order of John I. of Brittany to say masses for his own soul and that of his wife Beatrice.

It is hoped that the building will be entirely vacated before the year is out, and the work of demolition and excavation, which should reveal queer secrets, will be undertaken by the Office of Works.

Richmond Castle was apparently built by Alan the Red, a Saxon, in 1071.

A jury of 12 empanelled to try an action in the Kings' Bench Division before Mr. Justice Swift had diminished to eight before the case was opened. First, a juror who had been warned to appear failed to do so, and was fined £5. Then a case was called in which the London County Council were defendants, and another juror said he was employed by the Council and would rather not serve. Both counsel concerned in the case said that they had no objection to having the case heard before ten jurors. There upon two other jurors—one a woman—rose and said they were employed in the Education Department of the L.C.C., and asked if they could also be excused. Counsel said that they were prepared to have the case heard before as many jurymen as his lordship could obtain. Excusing the latter two, Mr. Justice Swift remarked, "It will very soon come down to my trying this case by myself."

THEN AND NOW.



Prices \$4, \$3, & \$2

Prices \$3, \$2 & \$1.

Complete Change of Programme on Monday.

THE UNEXCELLED COOKING FAT

The most difficult task fell to the singers for the pieces which in recent years, have been mo-

Though somewhat later, the public have adopted the same views as the singers. The modern works enjoy increasing popularity; they draw houses such as older works, like "Martha," the "Wallenstein," and "Hans Heiling" never saw. Nor is it by any means, only the well-to-do who flock to see them; the middle-classes have also turned their attention to the modern operas. Nevertheless, though the whole German people have learned to appreciate fully the style of the day, their appreciation of the great operatic composers of a few centuries and all nations remains as keen as ever; Mozart and Weber, Wagner, Bizet and Verdi are still as great favourites as any living composer.


The barking of a little wire-haired terrier named Chips saved the master and mistress and a servant from death when the Earl of Mow, a beerhouse in Northampton-street, Cambridge-road, Bethnal Green, was practically destroyed by fire. Mr. Fred Duke, the licensee, was awakened by the barking of the dog in the bar, and found the bedroom full of smoke. He aroused his wife and servant, and, covering their faces with wet towels, the three dashed down the burning staircase. Mr. Duke then endeavoured to find his dog, but it was not until the fire brigade had got the flames under control that he discovered its charred remains.

A 60x60 crossword puzzle grid. The grid is filled with black squares, and the numbers 1 through 60 are placed in the starting squares of the words. The numbers are arranged as follows:

Row	Col 1	Col 2	Col 3	Col 4	Col 5	Col 6	Col 7	Col 8	Col 9	Col 10	Col 11	Col 12
1	1	2	3	4	5	6	7	8	9	10	11	12
13	13					14			15			
16	16				17				18			
19	19		20		21				22			
23		23		24				25				
27	27	28		29				30			31	32
33	33	34	35					36		37		38
39	39									40		
41	41		42	43	44		45	46	47			
49			49									
51	51		52					53			54	
55	55	56				57	58		59		60	61
63			63									
65	65				66				67			
69				69						70		

- 1 Sour.
- 2 In front.
- 3 Repast.
- 4 Noblemen.
- 5 Kind of grass.
- 6 Foundation.
- 7 Obsequies.
- 8 Fine cotton wool
- 9 At a distance.
- 10 Large boat.
- 11

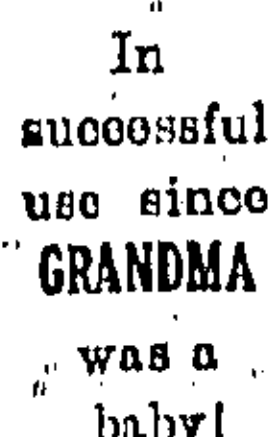
"Oh, Ferraro," he said, "I shouldn't break that up. O-



POLAR CAKE

IT'S QUALITY

By Blosser



CHOCOLATES

By

FOSS of BOSTON

New Arrival

A. S. WATSON & CO., LTD.

HONGKONG.

Getting the most

from your

entertainment money

MANY a month you find the dollars set aside in the family budget for entertainment have vanished... with nothing to show for it. Dances, shows, this and that—and it's all gone.

dance music, songs from the big-time vaudeville, symphony selections by celebrated orchestras as you pay for the instrument.

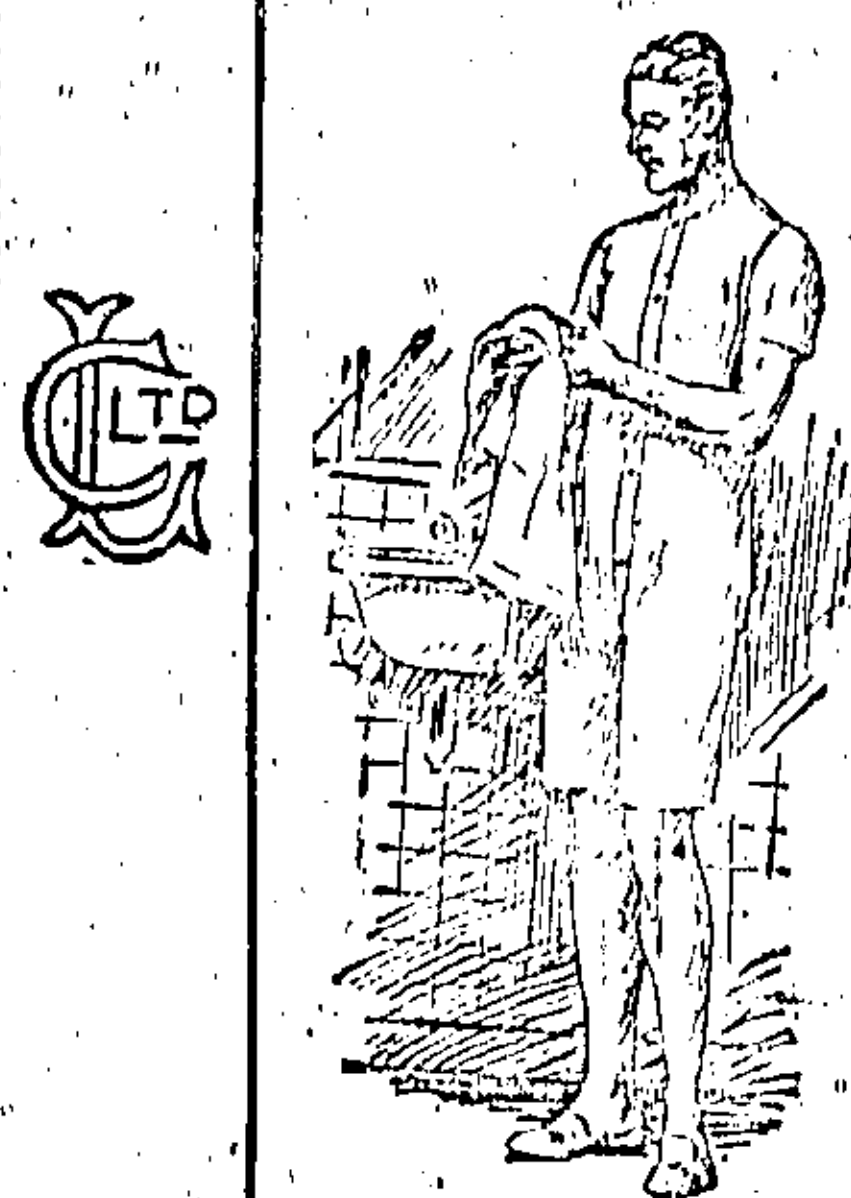
Drop in and hear the new Victor Records played with almost incredible realism on the Orthophonic Victrola that you want. Then get us to tell you of our most reasonable plan.

The New Orthophonic

Victrola

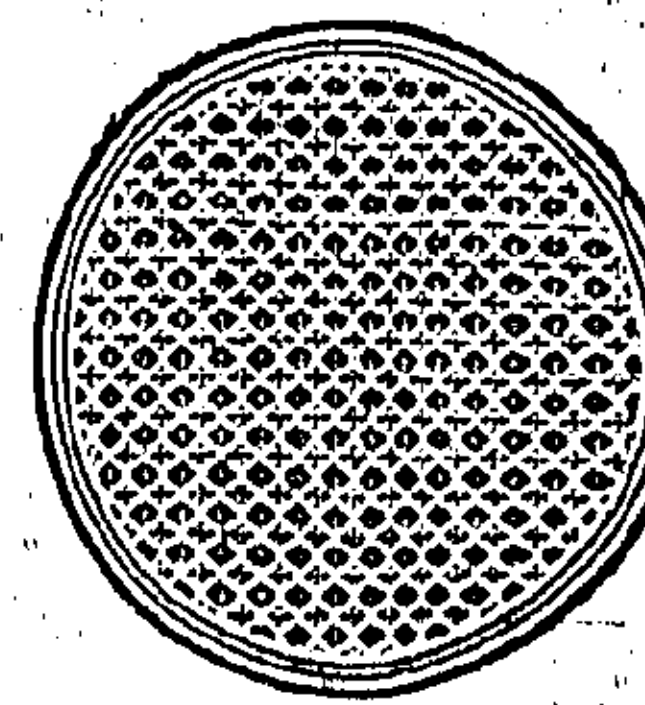
S. MOUTRIE & Co., Ltd.

IF YOU ARE IRRITATED AERTEX IS INDICATED.



CUT AND CONSTRUCTED TO GIVE FREE AND UNFETTERED—UNHAMPERED FREEDOM OF MOVEMENT. THE UNDERWEAR MADE FOR AND WORN BY HUNDREDS OF THOUSANDS OF OUTDOOR MEN AND ATHLETES.

ITS THE MESH THAT MATTERS.



Lane, Crawford, Ltd.

MEN'S WEAR STYLISTS.

PROTECT OUR CAR



by installing a "PYRENE" Fire Extinguisher. "PYRENE" will kill fire without damage to the engine, woodwork or upholstery. Water spreads a petrol fire; and is inefficient and will put the engine out of action. "PYRENE" Extinguisher is small in size, light in weight and easy to handle. "PYRENE" does not deteriorate and is always ready for use. Keep a "PYRENE" handy on car and in garage.

Mustard & Co., Ltd.

Incorporated under the Companies Ordinance, Hongkong.
Alexandra Buildings,
Des Voeux Road Central

The Hongkong Telegraph

SATURDAY, AUGUST 6, 1927.

THE NAVAL FAILURE.

The outstanding reflection on the collapse of the naval limitation conference at Geneva is that the divergent views of naval experts have been allowed to count more than broad statesmanship. It does seem a great pity that the full conference was held before the naval experts of the three countries concerned had got together and examined their respective problems and evolved a rough working plan which could have been presented in the nature of separate reports to the plenary body. As it was the fully accredited representatives of the world's three leading naval Powers met in conference and broke up in disagreement—a fact which, no matter how much one tries to minimise it by the reflection that agreement was found on some minor points, is to be greatly deplored and one which will have the reverse of beneficial effect on the programmes of the smaller naval Powers. It is also to be questioned whether such a conference can break down without leaving a certain amount of ill-feeling between the peoples of the countries which could not agree, because it is inevitable that in stating how one's own policy is right, one must also state how the other's policy is wrong. And no people of any country like to be told that they are thinking on wrong lines. That the two countries to disagree should be the United States and Britain makes that disagreement all the more regrettable, inasmuch as there have been other causes at work of late which have had an estranging effect on the two peoples.

There is really no divergence in aim, there is only a difference of opinion as to what is the nature and size of each country's minimum requirements. We believe that there is at the back of the administrations of all three countries, a genuine desire to cut down expenditure on armaments and also a genuine desire to avoid war. But, inasmuch as all three countries know that in the present state of international relations war is at any time likely, each desire to be in a position which will best safeguard their vital needs if war should, unfortunately, come. The desire to cut down is there, and so is the desire to be left with what suits them best. That is the rock upon which the parley has been wrecked. Britain, with her long sea lines of communication and with the populous heart of the Empire utterly dependent for vital supplies on well-protected shipping, asks for numbers in preference to

size. She wants a numerous naval force to police the seas for her in time of need, and that is why she stipulated that she should be allowed 70 cruisers. She was prepared to have them small and armed only with 6-inch guns. On the other hand, America did not want numbers but she wanted larger ships and heavier guns. The role of her navy in the event of a war would be of a very different nature than would be the role of Britain's navy. It is well to keep clearly in mind this real reason for the failure of the conference, and we can afford to forget as being specious the statements of the delegates at the closing session when they said they "failed to understand" why Britain wanted numbers and America wanted gun strength. Of course they mutually understand but are not prepared to recognise and mutually adapt their formulas to a point at which they will meet. It is all very regrettable but, perhaps at the moment, unavoidable. There should be other attempts made based on broad and tolerant statesmanship and the recognition that war between America and Britain is unthinkable. One cannot help but admire and applaud the genuine attempt made by Japan to save the conference from failure, not only by the submission of a compromise but by her readiness to do all possible to meet the wishes of others. The spirit of an agreement was there, and failure came because of bad preparation.

Straws In The Wind.

Recent items about the Chinese situation have had a little more interest than had been the case for about a week, there being indications of a definite move towards a resumption of hostilities on a large scale. The latest news shows that the attempts at an armistice in the northern sector have failed, and the Shantung troops are moving slowly to resume occupation of territory that they gave up a few weeks ago. There has also been a defection on the part of one of Marshal Chiang Kai-shek's generals, who apparently holds an almost commanding position in the Shanghai region, and it looks very much as if the old game in Chinese military circles, of deserting the leaky ship, even before it becomes a sinking one, is afoot. No wonder that the North deems the Nationalist (Chiang) party as being on the verge of disintegration. Meanwhile, if one looks further south, there is the evidence that the Hankow party is itself disrupted, and while it threatens the Chiang regime in one direction, it is menaced internally by plotters and counter-plotters. Again there is Canton, with no-one apparently quite certain whether it is wholeheartedly for Chiang or merely lukewarm. The menace of "Red" propaganda has led to the military taking over the control of the city, but it is likely that at any time there may be a revival of the *comp* fever, and someone either step in and declare for Hankow, or desert the Nanking Government entirely and set up an independent administration. To the north-west, General Feng Yuxiang, a Red if ever there was one, is seemingly bending the way the wind is at present blowing, but his subsequent movements are most uncertain. He has earned a bad reputation for disloyalty, and will not easily live it down. He is as likely as anyone to desert the side which falls on evil days. So we actually come to a position of knowing nothing of who is for whom and what is really what at the present moment. The only clear fact arising out of all the maze is that Chiang "stock" is experiencing a decided slump. It is, to continue the trend of colloquialism, quite "on the cards" that the North may ere long be coming again into some, at least, of its own.

EXCHANGE RATES.

London, August 6.

Paris	124.05
Brussels	34.93
Amsterdam	12.12 1/2
Stockholm	18.13
Vienna	34.50
Helsingfors	102.79
Lisbon	2.7/10
Bucharest	785
Buenos Aires	47.25/32
Shanghai	2/3
Yokohama	1/11.5/16
New York	4.85 19/32
Geneva	25.21
Berlin	20.42
Copenhagen	18.14
Prague	18.7
Madrid	28.63
Athens	370
Hong Kong	5.27/32
Bombay	1/5.27/32
Silver (spot)	25.9/10
Silver (forward)	25 1/2

—British Wireless.

DAY BY DAY.

THE WELFARE OF A PEOPLE DOES NOT SO MUCH DEPEND ON WHAT THE POOR MAN PUTS INTO HIS MOUTH AS WHAT HE PUTS INTO HIS MIND.—Hall Caine.

Among the passengers arriving to-day by the s.s. Kashgar from the North were Mr. G. T. Davies and Mr. J. H. Little.

The Hon. Mr. C. Mel. Messer is to act as Postmaster General, in addition to his other duties, during the absence on leave of Mr. M. J. Breen.

H.E. the Governor has appointed Mr. Robert Baker to be Manager and Chief Engineer of the Kowloon-Canton Railway, with effect from 1st August, 1927.

Mrs. C. E. Bailey of the Bible Depot is returning to the Colony to take up her work again. She will sail from Sydney on the *Change* in September, being due to arrive here about October 1.

A Chinese woman who attempted to commit suicide by jumping into the harbour off Connaught Road Central was rescued by Li Po, a seaman on board the launch "Man Sing." She has been taken to the Government Civil Hospital.

"Batling Butler," Buster Kenon's delightful comedy of the young dandy who passed as a boxer to win the love of a beautiful girl and then found he had to fight the real champion, will be screened in the Queen's Theatre for the last time to-day.

The principal film at the World Theatre this afternoon is "Surround," a tale of the wild Carolina hills—where deadly feuds are still known to occur—which is being screened for the last time. The leading players are Conrad Nagel and Pauline Starke.

It is notified that, at the expiration of three months from July 30, the New Kowloon Cinema Theatre Company, Limited, and the National Optical Co., Ltd. will, unless cause is shown to the contrary, be struck off the register and the companies will be dissolved.

According to a report received by the Police, a man named Leung Chung, 20 years of age, the son of the owner of cargo boat No. 1890, fell overboard and was drowned while the boat was being towed from Kowloon to Wanchai. So far the body has not been recovered.

Dr. and Mrs. H. Lechmere Clift have gone to Haiphong for the time being. From there they are keeping in touch with their work in Nanning and Lungchow. Mrs. Clift has written that in spite of persecution and difficulties the Chinese workers are carrying on bravely.

Lai King-cho, a salesman at a piece goods shop at 153 Queen's Road Central, has reported to the Police that on August 1 he entrusted another man with \$500 to go into partnership with him at another piece goods shop, situated at 167, Queen's Road Central. After receiving the money, however, the man disappeared and has not yet been found.

Showing at the Star Theatre for the last time to-day is Rex Beach's great story of the Yukon, "The Barrier," which will be screened in the continuous programme from 2.30 to 8.30 only, the new Our Cabaret having the stage at 9.30 for their revue "Cocktails." "The Barrier" has all the dramatic interest of the novel, and some of the incidents filmed are not a little thrilling, particularly the crushing of a ship in the ice floes. The photography of the snow country is also noteworthy.

The first promenade season at the Lee Gardens will be concluded with to-night's concert, when the Band of the 1st Battalion the Cameronians will again provide the music. In addition to the selections by the Band, Pipers and Scottish Dancers, Astorff, the extremely clever impersonator will again appear. It is expected that a very large gathering will be present, and special arrangements have been made accordingly. The concert commences at 9 p.m.

A special meeting of the shareholders of the M.Y. San Company was held in the latter's office in 92, Queen's Road Central, yesterday afternoon for a discussion of the re-organisation of the company. Mr. Choi Hing presided and explained that the re-organisation of the company was simply for the benefit of the shareholders and the creditors of the company. The business of the company would be carried on in the same manner as in previous years, except that the old shareholders would be entitled to exchange their old shares of \$25 for new shares of \$5 each.

TRAVEL SILHOUETTES.

Pictures in Charming Copenhagen.

One of the charms of Copenhagen is the clear atmosphere. The many steeples and buildings stand out in sharply defined lines against a sky of the softest blue, so that one could almost imagine that a piece of the vaulted roof had dropped to earth upon some of the famous porcelain of the city, which depicts various Danish landscapes in cobalt so naturally that they appear to echo the surroundings.

Perhaps it is the marvel of a coming sunset over the many lakes for which the city is noted, that seems to attract one for the moment. In the late afternoon, when the glowing light melts into rainbow tints and hues, the arches of the uniform bridges spanning Sorts-dan. So are silhouetted gray and sombre, while the fretted surface of the water in the foreground is a-quiver in tones of amethyst as it reflects back the light.

As one walks through the streets of this capital, the many beautiful fruit and flower shops arrest the eye. It seems hardly conceivable that in spite of the northerly position of the country on the map, such perfection can be attained, so nearly do they resemble those of southern cultivation, rather than of northern latitudes.

Everywhere, and at every season, there is the breath of flowers. The Amager people, from the island where a large part of the produce is grown, have made market gardening a fine art. There is an Old World quaintness about them—of Dutch pictures—for they came from Holland in the reign of Christian II, and have retained the dress of their nationality.

In the flower market held in the centre of the city they may be seen plying their wares from stall or small cart, in summer or winter at all seasons, for in the cold weather a glass screen covers the more delicate blooms, where a small lamp is burned.

There is a busy trade, too, on Gammel Strand, where the fishing boats come up the canal to the market, with their heavy loads of fresh fish, and the housewife, austere of countenance, makes a bargain with the fish woman over her wares before the purchase is made. It is well to know the language before attempting to make bargains!

To the English-speaking world, to acquire the Danish accent is rather a problem. There are certain sounds that one might name "throat-twisters" instead of "tongue-twisters" that must be acquired by the would-be student before becoming proficient in speaking the language.

The people of Denmark have won the admiration of the world for their industry and adaptability to modern conditions. Yet it is not long since these qualities have been developed! It has been an individual problem for each to work out. Fifty years ago, when the Danish farmer was hard hit by foreign competition, he did not wait for "better times," but quickly changing his products from corn to butter and bacon, he put into practice the words of N. F. S. Grundtvig, the Danish poet, historian and educational reformer:

Forward to help in the hour of need.

With the treasure you have in store.

On the outskirts of the city, and on every empty piece of ground, are evidences of ample tramping floors and thrifty husbandmen.

among these people, for there seems an inherent desire to possess a plot of ground and cultivate it. The sites are soon a patchwork of colour. They seem to be able to grow roses anywhere! They trail over old walls in festoons; they are used as a fence in some of the residential parts and in the most unexpected places they are to be found, giving out their sole perfume.

The "stranger" asks: if no one plucked them? No! There is an inborn respect for these "breakers of garden bounds," which usurp the neighbours' fence, in spite of the efforts to lop or prune, to prep or bind.

This friendly attitude is evident, too, among the people. It does not matter how much jostling or pushing there is in a crowd or street car, there is a general good-naturedness about it. Before one is aware, one finds oneself exchanging opinions and views with the next neighbour, as unconcerned as if he were an acquaintance. There is no need for introduction!

Walking is difficult in some parts of Copenhagen, owing to the number of bicycles. According to statistics, every fifty-fourth person is the owner of a motorcar and the remainder seem to have bicycles. There is every facility for their use. Cycle tracks are provided with an "up and down" path, on many of the city streets, and alongside the main roads, so that a tour can be made all over the country, with the assistance, too, of the ferry boats.

It is quite a usual sight to see a large family start off for a trip "on wheels," with a side car for the youngest member. In no other country has the bicycle survived as long as in Denmark. No wonder the railways are not very profitable. Even large pieces of furniture are carried by this iron horse.

One of the most popular walks is on Langelinie (along the water front). The colouring is the most brilliant here, for there is a vista of many-coloured yachts, with sails folded, or outspread like the wings of a bird, in the basin or inner harbour, near the clubhouse, while along the Sound there is a continual stream of vessels passing by, and in the distance the coast of Sweden can be seen, like a long line shining and sparkling in the sunlight.

There is beauty at night, also, when the electric lights and their reflections in the water seem to vie with the stars above, but no pen can depict the mysterious beauty at night of the older quays and canals which bisect the city at many points.

The sombre silhouettes of tall masts of vessels; the chug-chug of the engines of the little tug which has finished its work for the day, the discharge from its funnel hanging in the air; and the gabled seventeenth century houses, lining the quays at Nyhavn and Christianshavn, add to the picture.

There is a somnolent silence here, breathing of repose, broken only by the echoing footsteps of the stray passer-by. The glimmering lanterns from the phantom-like vessels reflect in the still water a long string of light, which, when disturbed by a ripple on the shining ribbon, gives back a broad smile. The piles of barrels and goods cluttering the wharf make dark shadows over the paved walk, while a round moon looks down over the roofs, as if it appreciated the peaceful neighbourhood with its ancient waterway.

E. A. K.

ST ANDREW'S.

NEWS OF CHURCH HAPPENING.

According to St. Andrew's Church Monthly Messenger, the Rev. and Mrs. Lindsay are living for a time at 2 Dulcie street, Princes Road, Liverpool. Mr. Lindsay wrote recently to say that Mrs. Lindsay was in a nursing home. Their large circle of friends in Hongkong will hope that by this time Mrs. Lindsay has quite recovered from the effects of the operation and is back in the home circle.

Reference is also made in the magazine to the resignation of the Scoutmaster, Mr. T. E. Jackson, who sailed for England on sick leave. Mr. Jackson rendered valuable services to the Scouts during the past three years and it is hoped that he and Mrs. Jackson will be able to return to South China after their furlough, with health fully restored.

Two other regular members of the Church in Mr. and Mrs. Shirley have recently gone away. Mrs. Shirley, who gave willing help in the canteen sailed for England by the *Macedonia*, while Mr. Shirley went north with the *Hermes*. He is expecting to rejoin Mrs. Shirley in England before the end of the year.

The Church also lost several other friends by the departure of the *Hermes* among them being Messrs. Blake and Grove who gave valuable help with the choir.

POLICEMAN'S EVIL ASSOCIATES.

GETS HARD LABOUR AS RAID SEQUEL.

When Sergeant Baker and the chief Chinese inspector raided 225 Hollywood Road, for the purpose of arresting certain bad characters, they found a Chinese policeman, named Wong Wong, in the kitchen, with his tunic open and his belt and revolver in his hand.

The policeman was charged before Major C. Wilson this morning with being found in the company of bad characters.

Mr. W. le B. Sparrow, who prosecuted, said that the defendant joined the police force in October 1922, and since then he had been reported many times. The man had been once before found in the company of bad characters, under somewhat similar circumstances.

Mr. Sparrow added that the offence was the more serious especially as the constable was supposed to be on duty at the time. During the raid a number of articles were found in the house, which the police believed to have been stolen from time to time. Several pawn tickets were found, and the police are making enquiries about these as well.

His Worship passed sentence of six weeks' hard labour on the Chinese policeman.

N.Y.K. LINE

THROUGH BOOKING TO EUROPE AT REDUCED RATES.
£120, £112, £110, £102, £83 via SAN FRANCISCO.
GS440 GS420 via JAPAN & SEATTLE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu
Tulio Maru ... Friday, 12th Aug. at noon.
Tonyo Maru ... Monday, 22nd Aug. at noon.
Korea Maru ... Tuesday, 6th Sept.
*Calle Los Angeles, Omitting Honolulu.

LONDON via Singapore, Suez, Marseilles & Ports.
Kiano Maru ... Saturday, 13th Aug. at 11 a.m.
Haruna Maru ... Saturday, 27th Aug.
Kamo Maru ... Saturday, 10th Sept.

SYDNEY & MELBOURNE via Manila & Ports.
Mishima Maru ... Wednesday, 24th Aug. at 11 a.m.
Tango Maru ... Wednesday, 21st Sept.

BOMBAY via Singapore & Colombo.
Seiyo Maru ... Tuesday, 16th Aug.

SOUTH AMERICA (WEST COAST) via Japan, Honolulu, Los Angeles, Mexico & Panama.
Ginyo Maru ... Saturday 20th Aug. at noon.

SOUTH AMERICA (EAST COAST) via Singapore, Capatzen & Ports.
Kozakura Maru ... Wednesday, 10th Aug.

NEW YORK and/or BOSTON via PANAMA.
Tatsuno Maru ... Thursday, 18th Aug.
Calcutta Maru ... Thursday 25th Aug.

LIVERPOOL via Singapore, Colombo, Port Said & Ports.
Lyons Maru ... Friday, 8th Aug.

CALCUTTA via Singapore, Penang & Rangoon.
Totori Maru ... Tuesday, 9th Aug.

NAGASAKI, KOBE & YOKOHAMA.
Tango Maru ... Friday, 19th Aug.

SHANGHAI, KOBE & YOKOHAMA
Katori Maru ... Monday, 8th Aug.
Akita Maru ... Thursday, 11th Aug.
Lima Maru ... Thursday, 18th Aug.
Atsuta Maru ... Tuesday, 23rd Aug.

For further information apply to: **NIPPON YUSEN KAISHA**
Tel. Central Nos. 292, (private exchanges to all agents).



REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

Steamers	From	Expected on or about	Will leave on or about	For
Tjisondari	Batavia	7th Aug	10th Aug	Shanghai
Tjisaroca	Shanghai	8th Aug	21st Aug	M'kar & Java
Tjismanoek	Java, Mesr	15th Aug	17th Aug	Amoy, N. China
Tjiklai	N. China	15th Aug	17th Aug	Batavia
Tjikembang	Batavia	21st Aug	25th Aug	Shanghai
Tjisondari	S'hai, K'lung	23rd Aug	25th Aug	Batavia
Tjitaroem	Java, Mesr	29th Aug	31st Aug	Amoy & S'hai
Tjisalak	N. China	29th Aug	31st Aug	Batavia
Tjikarang	Batavia	4th Sept	8th Sept	Shanghai
Tjikembang	S'hai, K'lung	6th Sept	8th Sept	Batavia
Tjibodas	Java, Mesr	12th Sept	14th Sept	Amoy, N. China
Tjismanoek	N. China	12th Sept	14th Sept	M'kar & Java
Tjisaroca	Batavia	18th Sept	22nd Sept	Shanghai

*Via Macassar
*Via Batavia

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia. For Freight and Passage apply to the

Java-China-Japan Lijn.

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination.	Steamer.	Sailings.
SHANGHAI	Yuenang	Satur. 6th Aug at 6 a.m.
CANTON	Yuenang	Satur. 6th Aug at 8 a.m.
SANDAKAN	Hinsang	Satur. 6th Aug at 11 a.m.
CANTON	Hopsang	Sun. 7th Aug at 1 a.m.
TSINGTAU Swatow & S'hai	Waishang	Sun. 7th Aug at 10 a.m.
CANTON	Chipsing	Sun. 7th Aug at 11 a.m.
STRAITS & Calcutta	Hosang	Tues. 9th Aug at 3 p.m.
TIENTSIN	Chipsing	Tues. 9th Aug at 5 p.m.
Kobe via Amoy, S'hai, Moji & Yokohama	Kutsang	Tues. 9th Aug at 7 a.m.
TSINGTAU Swatow & S'hai	Hopsang	Wed. 10th Aug at 10 a.m.
TSINGTAU Swatow & S'hai	Waishang	Sun. 14th Aug at 10 a.m.
STRAITS & Calcutta	Pooksang	Wed. 17th Aug at 3 p.m.
OSAKA Amoy, Moji & Kobe	Namsang	Mon. 22nd Aug at 7 a.m.

For freight or passage apply to—

JARDINE, MATHESON & CO., LTD.

ophone 215. Central

General Managers

AUSTRAL-CHINA NAVIGATION CO.

S.S. "CALULU"

will sail hence on the
10th AUGUST

For SYDNEY, MELBOURNE & ADELAIDE
via Haiphong, Manila, Sandakan, Balikpapan, Rabaul, Samarai and Noumea.

For Freight and Particulars Apply to

DODWELL & CO., LTD.

Agents.

Queen's Building.

Tel. No. Central 1030.

ALLEGED \$1,000 FRAUD.

SWINDLED CHINESE FIRMS TAKE ACTION.

The wholesale victimising of Chinese firms during the last month by what is stated to have been a spurious concern resulted in two Chinese being arrested and charged with fraud. The men, Chan Chak and Wong Ming-hoi, appeared for the second time before Major C. Willson at the Central Police Court yesterday afternoon when evidence as to delivery of goods was taken.

Sub-inspector Andrews is prosecuting for the Police. Mr. Hin Shing-lo, instructed by Mr. G. R. Haywood is defending Wong Ming-hoi, the first prisoner not being represented.

Neither of the Solicitors engaged was in court, it being understood that cross-examination of witnesses is being reserved.

The prosecution allege that the defendants carried on "business" under the various firm names of Po Sang-wing, Sing Fat, Sut Tsai-kee, and Tai Fung-loong. The alleged defrauded firms are the Draman Leather Company, 72 Queen's Road Central, the Nam Fung Knitting factory and the Min Ngai Knitting factory, both at Yau-mat, and the Po Seung shoe shop, Mongkok.

It is alleged that the defendants, by means of using the four firm names, obtained various goods such as leather suit cases, singlets, socks, shoes, and socks, to the value of something like \$1,000 and avoided payment.

Two leather suit cases and boxes which originally contained socks have been recovered.

Goods Delivered.

Yesterday afternoon witnesses spoke of delivering shoes, singlets, and socks to No. 4 Connaught Road West, and bills which ac-

INDIAN CASTES.

DIFFICULTIES AGAIN DEMONSTRATED.

A case interesting to those inclined to minimize the difficulties due to caste prejudice in the Indian Army was provided recently, when a death sentence pronounced by the local High Court, on a Lance-Naik of the Military Hospital was commuted to transportation for life.

The Lance-Naik found occasion to correct two sepoy, who resented it because he was a Kahar, and therefore beneath their caste and they assaulted him. He complained to the Jemadar, who refused to punish the sepoy, but advised the Lance-Naik to assault them. This he translated into action by murdering both of them in their sleep with a kukri.

This case is paralleled by the recent dismissal of 100 cooks in the Collegiate Institution at Lahore for refusing to cook for a student, because he was a Chamar.

compared the goods were chopped one with the Tai Fung-loong and two others with the Po Sang-wing. In one case the chop was made by the first defendant, and in two other cases by a man named Chan Shiu-ming. This man, explained Sub-inspector Andrews, had absconded.

The foki who delivered the shoes said a man ordered 80 pairs the total value of which was \$154.60. He asked for payment but was told to call at a later date. He went, again and was paid \$50 on account by Chan Shiu-ming, but after that he could not find a responsible person on the premises so he reported the matter to the Police.

Sub-inspector Andrews said that was all the evidence he could offer at the moment. There was

SEAPLANE DEMONSTRATION.

RECEPTION TO GOVERNOR ON FRENCH WARSHIP.

The unusual spectacle of a seaplane poised in a seemingly inexplicable manner on the fore awning of the French naval warship now visiting the Colony exercised the minds of many of those who have crossed the harbour during the last few days. The riddle was solved yesterday afternoon, shortly after five o'clock, when the machine took the air, being launched from a catapult hidden from view. For a quarter of an hour the machine circled in the air, a speed of 90 kilometres being officially recorded before it descended on the surface of the water and was towed and hoisted aboard by a curiously-shaped crane.

The demonstration and flight preceded an official reception given by Captain Valet and his officers to His Excellency, the Governor of Hongkong and other prominent naval, military and government officials of the Colony and their families. Flight Lieutenant Demougeot was the recipient of many congratulations when he rejoined the visitors, amongst whom, besides Sir Cecil Clementi and children, were the Hon. Colonial Secretary and Mrs. Southorn, His Excellency Major General C.C. Luard and Mrs. Luard, Commodore Pearson, the Hon. Mr. E.D.C. Wolfe and Mrs. Wolfe, and many naval, military and Government officials. The French Consul (M. Dufaur de la Prade) and many members of the French community also attended the function.

only one other minor witness who was sick, and, he added, there was another charge which was being investigated.

The case was adjourned until Thursday afternoon next.

SHIPBUILDERS

SHIP REPAIRERS.

BOILER MAKERS.

FORGE MASTERS.

OXY-ACETYLENE AND

ELECTRIC WELDERS.

MECHANICAL AND

ELECTRICAL

ENGINEERS.

THE TAIKOO DOCKYARD & ENGINEERING COMPANY
OF HONGKONG, LIMITED.

—DRY DOCK—

LENGTH 787 FEET.

LENGTH ON BLOCKS 750 FEET

DEPTH ON CENTRE OF

SILL (H.W.O.S.T.) 34 FT. 6 INS.

—THREE SLIPWAYS—

CAPABLE OF HANDLING SHIPS UP

TO 3000 TONS DISPLACEMENT.

ELECTRIC CRANE AT SEA WALL CAPABLE OF

LIFTING 100 TONS AT 70 FEET RADII.

TEL. ADDRESS "TAIKOODOCK" HONGKONG.

BUTTERFIELD & SWIRE, Agents

TELEPHONE NO. 22.

HONGKONG, CHINA & JAPAN.

CALL FLAG: "C" OVER "ANS. PENNANT."

THE HONGKONG & WHAMPOA DOCK CO., LTD.

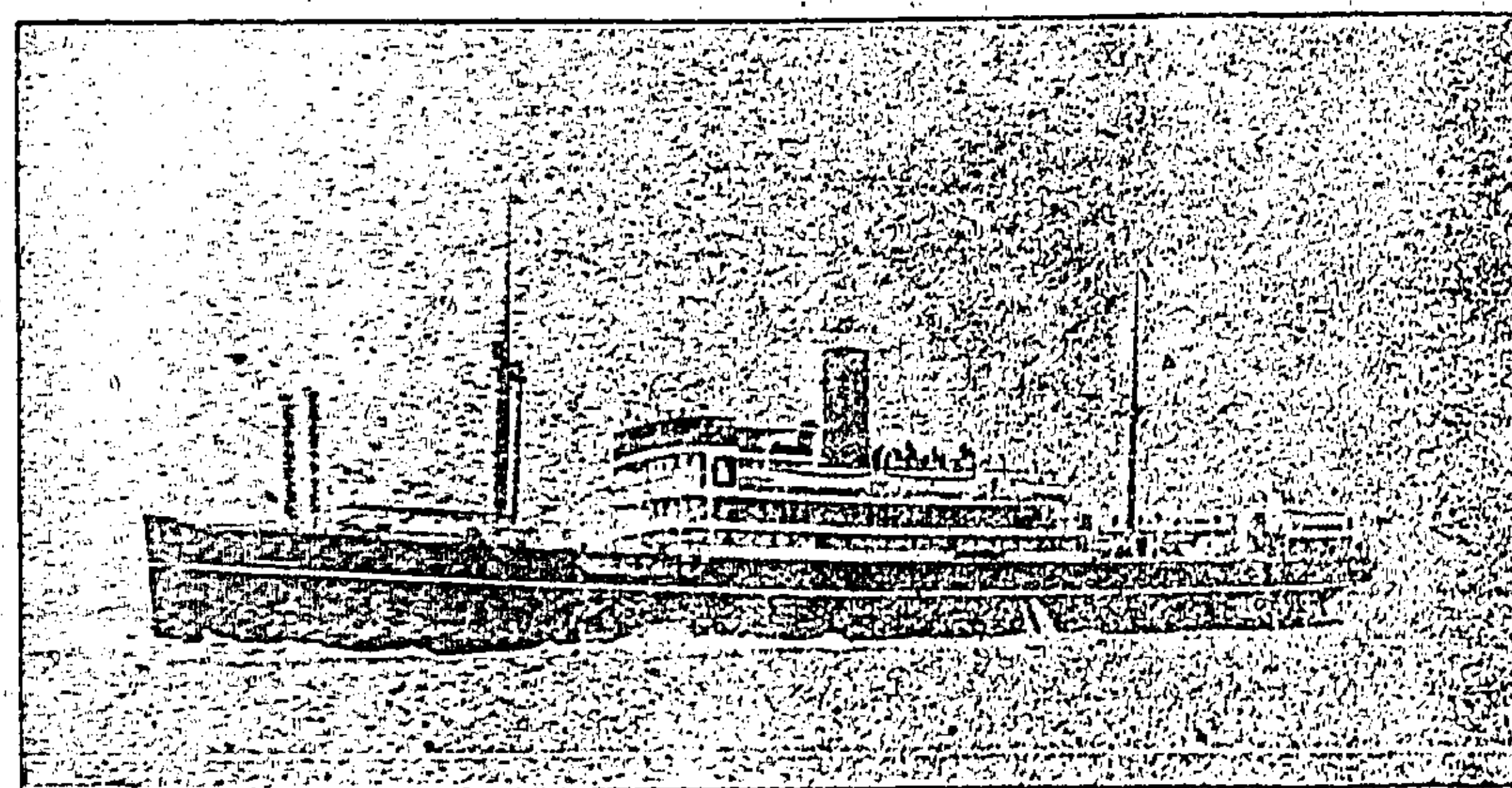
TELEGRAPHIC ADDRESS "MANIFESTO", HONGKONG;

Code Used: A.I. A.B.C. Fifth Edition; Engineering: First and Second Edition;

Western Union and Watkins, Benson's Marconi.

Dock owners, Ship-builders, Marine and Land Engineers, Boilers Makers, Iron and

Brass Founders, Forge Masters, Electricians.



S. S. "CHANGTE"

Passenger and Cargo Vessel Built and Engineered at the KOWLOON DOCK by THE HONGKONG & WHAMPOA DOCK CO., Ltd. to the order of the AUSTRALIAN-ORIENTAL LINE, Ltd. For Australia-Hongkong Service.

Please address enquiries to the Chief Manager:—

R. M. DYER, B. Sc., M.I.N.A., Kowloon Dock, Hongkong.

THE BLUE FUNNEL LINE

REGULAR AND FAST
FREIGHT AND
PASSENGER SERVICES

LONDON SERVICE
"MAORION" 9th Aug. Marseilles, London, R'dam & H'burg.
"ANTENOR" 24th Aug. Marseilles, London, R'dam & Glasgow.
"PERSEUS" 6th Sept. Marseilles, London, R'dam & H'burg.
"RHEXENOR" 25th Sept. Marseilles, London, R'dam & H'burg.
* Call at Casablanca.

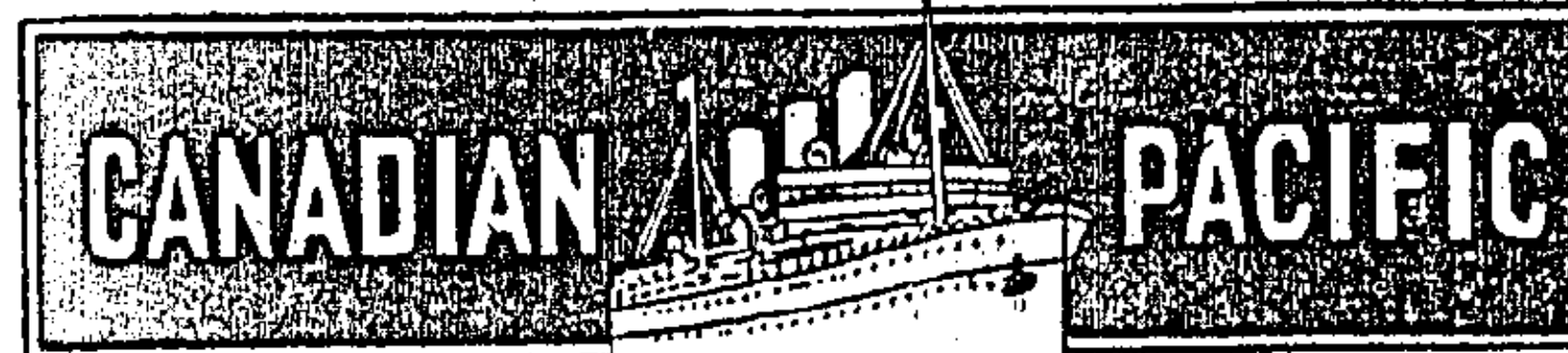
LIVERPOOL SERVICE
"ATREUS" 20th Aug. Genoa, Havre, Liverpool & Glasgow.
"FEUDER" 15th Sept. Genoa, Havre, Liverpool & Glasgow.
"LYCAON" 20th Oct. Genoa, Havre, Liverpool & Glasgow.
"TITAN" 22nd Nov. Genoa, Havre, Liverpool & Glasgow.

PACIFIC SERVICE
via KOBE & YOKOHAMA.
"PROTEUS" 13th Aug. Victoria, Vancouver & Seattle.
"TALYBION" 3rd Sept. Victoria, Vancouver & Seattle.

NEW YORK SERVICE
"MENTOR" 25th Aug. New York, Boston & Baltimore.
"GLAUCUS" 25th Sept. New York, Boston & Baltimore.

PASSENGER SERVICE
"ANTENOR" 24th Aug. Singapore, Marseilles & London.
"FEUDER" 5th Oct. Singapore, Marseilles & London.
"PERSEUS" 1st Nov. Singapore, Marseilles & London.
"SARFEDIN" 3rd Nov. Singapore, Marseilles & London.

Also cargo steamers with limited passenger accommodation at specially reduced rates.
For freight and passage rates and information apply to:—
Butterfield & Swire,
Agents.



QUICKEST TIME ACROSS THE PACIFIC TO VICTORIA & VANCOUVER.

SAILINGS 1927.

STRAIMERS	Hongkong Leave	Shanghai Leave	Kobe Leave	Yokohama Leave	Van'ner Arrive
EMPERESS OF RUSSIA	Aug. 24	Aug. 27	Aug. 30	Sept. 2	Sept. 11
EMPERESS OF ASIA	Sept. 14	Sept. 17	Sept. 20	Sept. 23	Oct. 2
EMPERESS OF CANADA	Oct. 5	Oct. 8	Oct. 11	Oct. 14	Oct. 23
EMPERESS OF RUSSIA	Oct. 26	Oct. 29	Nov. 1	Nov. 4	Nov. 13
EMPERESS OF ASIA	Nov. 16	Nov. 19	Nov. 22	Nov. 25	Dec. 4
EMPERESS OF CANADA	Dec. 7	Dec. 10	Dec. 13	Dec. 16	Dec. 25
EMPERESS OF RUSSIA	Jan. 4	Jan. 7	Jan. 10	Jan. 13	Jan. 22
EMPERESS OF ASIA	Jan. 25	Jan. 28	Jan. 31	Feb. 3	Feb. 12

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai.)

SPECIAL FARES TO EUROPE

£120 £112 £83

All first and second class rooms on the "Empress of Canada," "Empress of Asia" and "Empress of Russia" are fitted with hot and cold running water.

HONGKONG-MANILA SERVICE

Leave Hongkong	Arrive Manila	Leave Manila	Arrive Hongkong
Aug. 9	Aug. 11	EMPERESS OF RUSSIA	Aug. 20
Aug. 30	Sept. 1	EMPERESS OF ASIA	Sept. 10

CANADIAN PACIFIC EXPRESS

TRAVELLERS CHEQUES

PAYABLE THE WORLD OVER.

THE SAFEST AND MOST CONVENIENT WAY TO CARRY FUNDS.

Passenger Department: Tel. C. 752. Cables: "CANPAC."
Freight and Express: Tel. C. 42. Cables: "NAUTILUS."

HOLLAND EAST ASIA LINE

OF THE

United Netherlands Navigation Company.



Regular four-weekly service between Japan, Vladivostok, China, Hongkong, Manila, Singapore

AND Genoa, Rotterdam, Amsterdam, Hamburg, Bremen and North Continental Ports.

Arrivals From Europe.

S.S. OUDERKERK	22nd August.
S.S. MADORA	19th September.
S.S. OLDEKERK	17th October.

Sailings for Genoa, R'dam, A'dam, Hamburg & Bremen.

S.S. ZOSMA	7th August.
S.S. OOSTERK	4th September.
S.S. OUDERKERK	2nd October.

All steamers have a limited accommodation for passengers. For Freight, Passage and further particulars please apply to

JAVA-CHINA-JAPAN LIJN.

Tel. Central No. 1574.

Agents, York Building.

WHOLE SOME
TOOTH SOME
TRY SOME



WOMAN'S World



WHOLE SOME
TOOTH SOME
TRY SOME



SO SIMPLE!



This large white hat of rough straw, with drooping brim bound with white velvet, owes its smartness to its extreme simplicity—a tailored white velvet band.

A NEW DEPARTURE IN GAS STOVES.

Fireplaces of Dutch tiles are to be found in most up-to-date houses, and they are justly popular, since not only are they beautiful and colourful, but they eliminate the unpleasant task of grate cleaning. Frequently, however, they are used in conjunction with gas or electric fires when the combination of falience and enamelled iron has not been too happy.

Now that objection no longer holds good, for well-known manufacturers have introduced gas and electric fires constructed of Delft falience and glazed in a large variety of colours, so that it is possible to match fireplace and gas-stove exactly.

Besides beauty of colour and form, these stoves embody new ideas in construction. The fuel hooks on to the back brick, which does away with the ugly metal supports found on most gas-stoves. The lower part of the stove is removable so that burners and injectors are easily accessible for cleaning and adjustment, and the feedpipe is hidden away out of sight beneath the hearth. The fire is slightly inclined in order to direct the maximum amount of heat into the room.

A CHARMING COSTUME.



A charming costume in cream and navy. According to climate and circumstances, cream or navy will constitute the material and the stripes, monogram, and accessories will be either the light or dark colour accordingly. A light-weight felt is the ideal complement.

SPANISH COOKING.

DISHES TO INCLUDE IN THE MENU.

ARROZ AN ACKNOWLEDGED SPECIALITY.

Although the haute cuisine of most civilised nations differs very little in the essential, every country has yet some acknowledged speciality dishes which can only be obtained to perfection within its borders and which are characteristic of it.

Everyone who has visited Spain will agree that it is the arroz (pronounced arroth), or rice dish, which can there lay undisputed claim to the title.

An arroz is prepared in much the same way as our kedgeree, but the ingredients added to the rice are varied to a degree—sweet pepper for colouring and sausage for flavouring, chicken or mutton cut into dice, tomatoes, chopped mushrooms, mussels in their shells, boiled peas or carrots are blended, and the whole moistened with stock, makes an excellent and satisfying plate.

How to Treat Savoury Pancakes.

A luncheon dish which might with advantage be added to our menus consists of small unswetened pancakes—not cooked so long as to crisp them and about the circumference of a saucer—filled with cooked minced meat, rolled up, and placed in a flat fireproof dish. A rich white sauce is added and grated cheese sprinkled thickly on the top. After baking in a hot oven they are sent to table in the dish in which they have been cooked.

In the poorer provinces of Spain the food of the people varies little from day to day.

Year in, year out the culinary horizon is bounded by the home-made red sausage, and by sopas, slices of rye bread dipped in olive oil and boiled in a vegetable soup.

In the better class houses, however, there is more variety, and the following recipes may be utilised to advantage when the daily menu tends to monotony.

With Remains of Cold Meat.

A pleasant way of dealing with the remains of cold poultry or game, though lamb or veal could be substituted, is as follows:

Cut the meat into thick square pieces and prepare a good brown gravy. To this add half a small teaspoonful of lemon juice—the inevitable substitute for vinegar in Spain—and a tablespoonful of sugar. Heat the meat in the gravy without allowing it to come to the boil, and five minutes before serving add 20oz. of pine kernels, obtainable at any vegetable store.

Newer Kind of Rissole.

Boulettes are a change from the ordinary rissole, as they are made with fresh beef or mutton put through the mincing machine and mixed with an equal quantity of sausage meat. Blend thoroughly and be generous with the contents of your spice box if you wish to obtain the correct and distinct foreign flavour.

Bind with an egg, form into balls, flour and fry.

Satisfying Breakfast Dish. And, lastly, a breakfast dish: fish, served with macaroni. Break the macaroni into short lengths, parboil over-night and in the morning heat in a saucepan with milk and butter.

Add the flaked remains of any cold fish, season and serve when the macaroni is thoroughly tender.

SUMMER STYLES.

WHITE IN MANY SHADES.

Oyster-white crepe satin is very much in evidence this season for dance frocks. Indeed, all shades of white—and there are many—are popular in the Rue de la Paix. It is predicted that we are in for a "white summer," especially at the smart seaside resorts such as Deauville and Biarritz.

Personally I am doubtful about the success of white frocks in Paris. The idea has been tried over and over again, and always found wanting. Paris, for some occult reason, seems to call for pale beige, dark blue or black-and-white, for day wear. At night it is quite another matter.

Dancing lingerie sets consists of extremely short bloomers and boyish form brassieres of matching crepe lace or net. Colours favoured are pink, yellow, silver grey, black and green, the lingerie matching the colour of the gown.

PICTURESQUE EVENING GOWNS.

CEREMONIAL SASH IS LATEST NOVELTY.



The frock on the left comprises a bodice of soft black satin and a skirt of black tulle. The bertha of old gold net, edged with fine lace and fastened with a ribbon rosette, is charming; so is the gold wig, though this is, of course, a matter of preference. Quite the latest thing in sash decorations for evening frocks is a ceremonial affair. It is a kind of alliance of the sash worn by diplomats, and the fashionable bunched bow worn at the side of a frock. The broad ribbon (with coloured stripes) is crossed over the left shoulder from the back of the waist to the right hip, where it is manipulated into a huge bow with long ends that reach the hem, or even below it.

OVER THE TEA CUPS.

(SPECIAL TO THE "TELEGRAPH" BY "JOAN")

London, June 30.

Here we have a charming golfing outfit which combines the picturesque with the useful. The skirt of the model sketched was of beige light-weight kasha, as also was the coat, though you would use crepe de chine for the whole costume while the blouse part was cream crepe de chine. The sleeveless waistcoat—a feature of the latest models—was heavily embroidered in reds and blues and looked most effective. In certain circumstances one could substitute another kind of coat—suede, for instance, of the same colour; and some of these suede coats are most attractive and well justify the initial outlay, for they are not cheap.

And now we have a perfectly lovely cream and navy costume. Again, according to the exigencies of climate, you may make it navy and cream; but in any case it will look superlatively smart. It would be superfluous for me to detail it, because you can see where the strips of cream (or navy) are, and your own good sense will tell you whether the buttons and hat, monogram, stockings and gloves should be of the light or dark colour (yes, you can get navy gloves now if you want them, and very smart they look!) so I leave it at that. I don't like the collar open, but I am quite sure it would look very smart buttoned up to the neck. If you are likely to wear it more open than shut, my advice is to revert to the plain tailored collar as being more elegant and less likely to become unfashionable overnight.

Try This.

These are our salad days in very truth, and naturally my thoughts have turned to salad dressings. Most of my readers, I expect, have salads more or less all the year round, and therefore possibly a few recipes for dressings will be useful. To take the worst first, as is my invariable practice (the worst, I mean from the point of trouble in making), let us have Mayonnaise, anent which I must tell you that I once had a little Belgian cook-nurse-housekeeper—that is the size of my staff—who told me, rather accusingly, I thought, whilst wrestling with a mayonnaise, that in her own country her master used frequently to drop in the kitchen and help her with the concoction. I said to myself—distinctly to myself, of course—"England, with all thy faults, I love thee still—and thank heaven our men keep away from the making of mayonnaise, unless it is their trade!" Well,

the ingredients (of the mayonnaise) are: Yolks of three eggs, half a gill of Tarragon, Malt, and Chili Vinegar mixed; half a pint of salad oil, and a little salt. Put the yolks of the eggs in a basin and add the salt. Then very gradually drop in the oil stirring one way, and having the basin, if possible, on ice. Add the vinegar and the malt, and when half of it is made, the addition of one dessert-spoonful of boiling water will prevent the sauce from curdling. (I suppose it is about this juncture that help of any kind is welcome!) The sauce, if successful, should have the appearance of rich cream. You do not need to be told that this is ideal served with cold salmon, lettuce, cucumber, green peas, chopped hard-boiled eggs, a little parsley and lemon juice.

A more ordinary dressing, and one which will keep for some time in a bottle, is made as follows. Place the yolks of three eggs in a basin. Mix with them two teaspoonfuls of salt, one teaspoonful of pepper and dry mustard mixed, sugar to taste, and a little cayenne. Work all these well with a wooden spoon; then gradually add half a pint of salad oil, and lastly one gill of vinegar.

Is That So?

At the present moment there is very little of a social nature to tell you. As yet with all its glories it is over, and in the theatres it is the case of the survival of the fittest, and only the very fittest at that. One theatrical expert, in an effort to account for there being only twenty-eight in the stalls of an established success, came to the conclusion that it must be the counter-attraction of evening motoring. Whatever forces are at work, one thing is certain, and that is that from now until the Autumn—when we may expect an avalanche of new plays—is to be regarded as the "dead" season for plays and players. There used to be an idea that American and foreign visitors, to say nothing of keep things going; but apparently they do not. Every body who is anybody is expected to go out of town at the end of July in any case.

Readers of these pages do not need to be recommended by me to the books of Miss May Sinclair, for in one of her literary phases—and I think there are about three—she must appeal to everyone who can appreciate a well-told tale. My reason for asking the artist to sketch her this week is the drama-

tisation, by Mr. Frank Vosper, the actor, of her novel "The Combined Maze." This play was put on by some Sunday players last March, and aroused so much interest that the Forum Guild decided to present it commercially. Although it is one of the most touching and beautifully acted plays it has been my good fortune to see, I am letting out on secret when I say that the general public aren't exactly falling over each other to see it. My own theory to explain this apparent lack of interest on the part of the general playgoer is that so few of them realise the Forum Guild is intended for any but its members; whereas of course it is. Then another point is that the play is about dead ordinary people; the scene is laid in "The Paradise of Little Clerks—Wandsworth"—which speaks for itself. That part of the theatre-going public whose halfcrowns and halfguineas keep the theatres open justify the statement made by some discerning person that we "love a lord," and ordinary people fail to attract, unless, maybe, they are picturesquely different. As one of the heroines in "The Combined Maze," Miss Joan Forbes-Robertson, who undoubtedly inherits the talent of her mother, Miss Gertrude Elliot, and her father, Sir Johnston Forbes-Robertson, once more justifies her admirer's prediction that she is our greatest coming actress. She possesses the unique qualities of spirituality and repose.

This week I have a strange book to recommend to you—if you like that sort of thing—"The Book of the Hand" by Katharine St. Mill (Rider) which deals comprehensively with the science of palmistry. It has diagrams and chapter summaries which help the uninitiated considerably, and even if you do not take the subject very seriously, you cannot be unimpressed by the conclusions drawn and facts set forth by the writer. In forecasts of the future by palmistry I have no faith whatever; in fact I am always possessed by a desire to go and do something definitely to refute and disprove them! But as an aid to determining character and past life, there is no doubt that palmistry is valuable and a recognised science. On the other hand, if you only want a novel, I can wholeheartedly recommend you to read "Race of Leaves" by M. H. See (Thornton Butterworth), a wonderful study of the psychology of paternal love.

PAINTING FURNITURE.

A VERY INTERESTING OCCUPATION.

NEW PROFESSION FOR WOMEN.

Furniture painting for women is, possibly, a new profession. In a top room in Hazlitt's old house in Soho the other day I discovered a young girl busily painting furniture. This early eighteenth-century house has been restored and filled with interesting antiques. It was here that William Hazlitt, the great essayist and critic, spent part of his life and where he died.

"I have always had a love for drawing and painting in all its branches," said the young artist. "This I must have inherited from my father, who all his life has spent much time as a designer in various branches of decorative art, and some years ago, seeing that I had a certain aptitude for such work, he encouraged me in those forms of it that are applicable to his own calling, such as painting all sorts of furniture, panels, and friezes.

Work Full of Interest and Variety.

"As a profession for women I consider it ideal, as it presents a life full of interest and variety and gives an outlook of more permanent employment than some callings. In the case of the firm with which I am now working, I have to be prepared for a great number of different forms of application of my work, and I have for some time past been studying and trying to perfect the creation of carefully thought-out and toned stipple colourings and paint for the decoration of rooms where they must perform the role of suitable settings for fine old furniture and furnishing effects.

Seeking Inspiration.

"For my inspirations, when opportunity offers, I tour round museums and similar places where examples of decorative art are to be seen, and I spend quite a good deal of time in studying old books and documents illustrating the works of past masters—such as Daniel Marot, Sir James Thornhill, and Angelica Kauffmann—as I feel that in the important question of furniture and house decoration there is a tendency on the part of the cultured public to extend a great appreciation towards work which has a feeling of the manner and methods of olden times.

Decorative Scheme that Gained Much Comment.

"In the spring of the year 1925 I had the interesting experience of carrying out a good deal of decorative work at the Wembley Exhibition, among which was the painting of a novel bathroom in the Australian section. Its theme was under-the-sea, the walls being blue-green growing paler towards the ceiling, to get the effect of daylight striking the surface of water.

"On the background are painted rocks from which seaweed appears to wave upwards as it would in water. Crabs and fishes, with bubbles coming from their mouths, complete the realism of the scene. The bath in this wonderful sea setting is of green marble.

"This bathroom created a good deal of comment and has been reproduced in several places. One of the greatest admirers of it was Lady Louis Mountbatten, who had a similar bathroom executed for her at Brook House."

V. H.

THIS WEEK'S RECIPE.

KRAFT PIMENTO CHEESE SALAD.

1/4 lb. Kraft Pimento cheese, 5 teaspoons cream, 1 teaspoon gelatine, 1 teaspoon cold water, green peppers, lettuce, salt and pepper. Soften the gelatine in cold water and dissolve over hot water. Add this to the cheese which has been rubbed through grater and made smooth and moist with cream, stuff peppers with mixture and place on ice. When very cold slice in thin rings, and arrange on a bed of lettuce. Serve with French dressing.

MATCHING JEWELRY.



Chanel sponsors matching jewelry—such as this buckle and pin of pearls.

TRUNKS FOR THE TRAVELLER.

Trunks made in the form of drawers are infinitely superior to the usual variety. The top one is deeper than the rest and it is made with partitions specially prepared to hold shoes and gloves, cosmetic and the sort of accessories that travel badly.

Feather weight kit-bags are a joy to the week-end. They are large enough to hold a couple of dresses and sufficient lingerie for two or three days. They are made in the shape of the gladstone bag, sometimes of snakeskin, at others of morocco or suede, although the first skin pays in wear for its extravagant price. They may be fitted or empty. Fittings range from exquisite enamel-worked bushes to plain wooden ones.

A belster bag of leather, lined with cretonne and finished with a zipper fastener, is an excellent receptacle for the rug, sports odds and ends sticks and umbrellas that can never be packed in a trunk.

Small wardrobe trunks are excellent for the woman who requires a great many filmy clothes. Hat boxes are delightful. They are feather-weight, which is a consideration, besides being gaily coloured and lined with a matching cretonne.

A little attache case which contains an iron, curlers and the means of heating these two necessities is invaluable to a woman when on holiday.

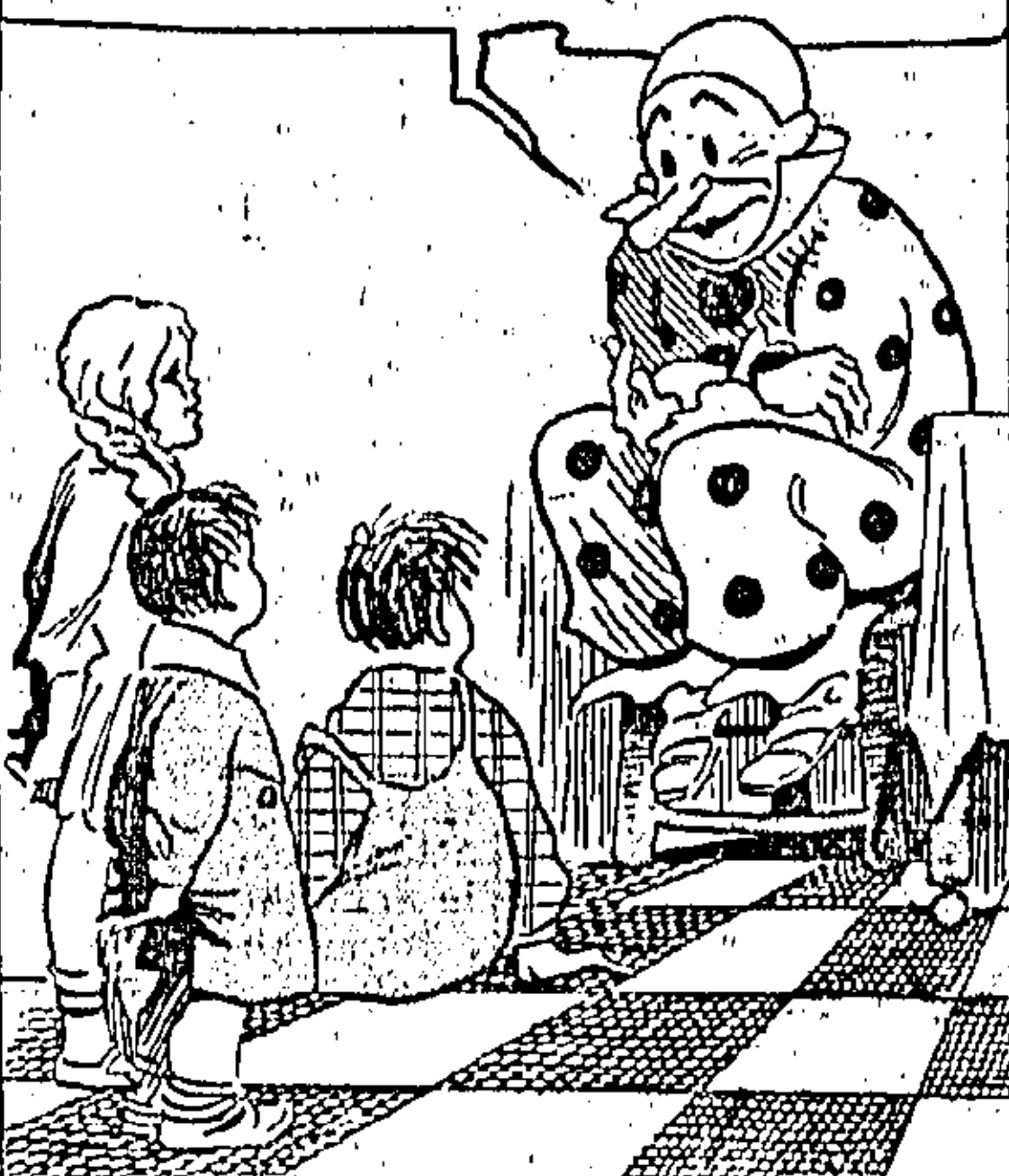
GOLFING OUTFIT.



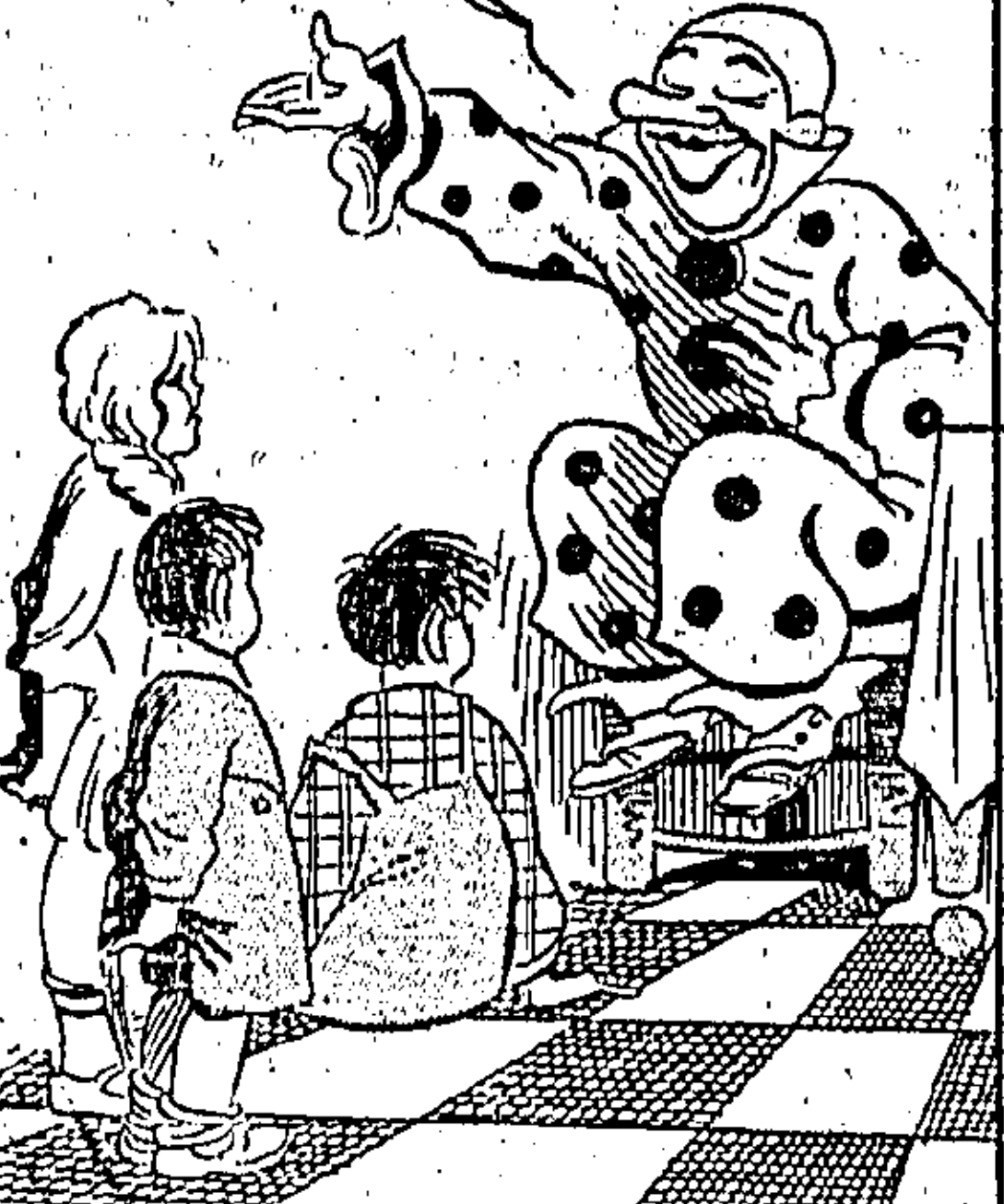
A charming golfing outfit which combines the picturesque with the useful. The skirt is of beige kasha, and this material also forms the waistcoat, while the blouse part is crepe de chine of a contrasting or matching colour.



ONCE UPON A TIME, THERE LIVED A HANDSOME PRINCE NAMED WILLIAM AND A YOUNG PRINCESS NAMED JEAN, THEY BOTH DWELT IN THE KINGDOM OF HEARTS, JEAN WAS A BEAUTIFUL MAID, WITH EYES OF DEEPEST BLUE, HAIR OF SPUN GOLD,



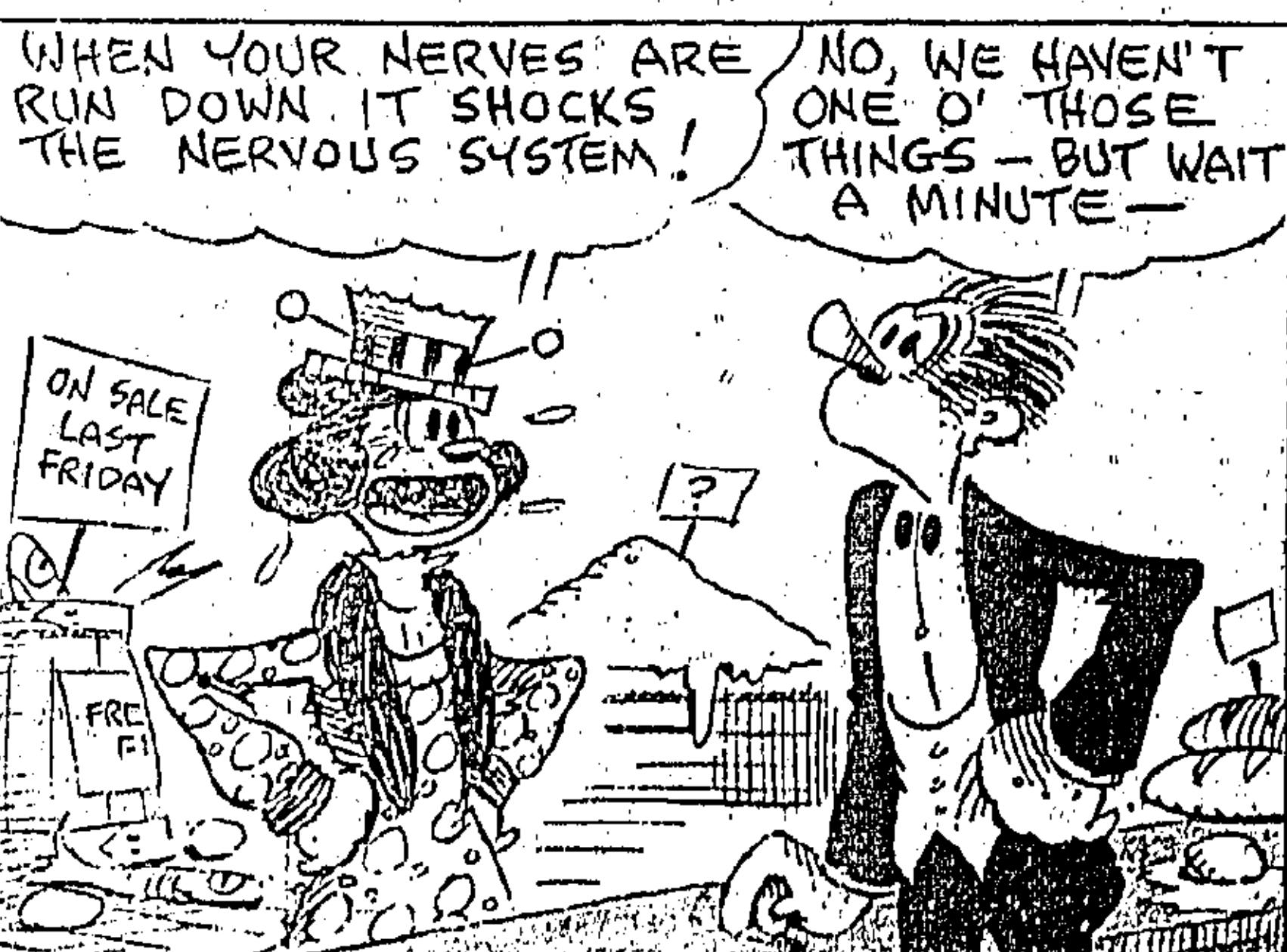
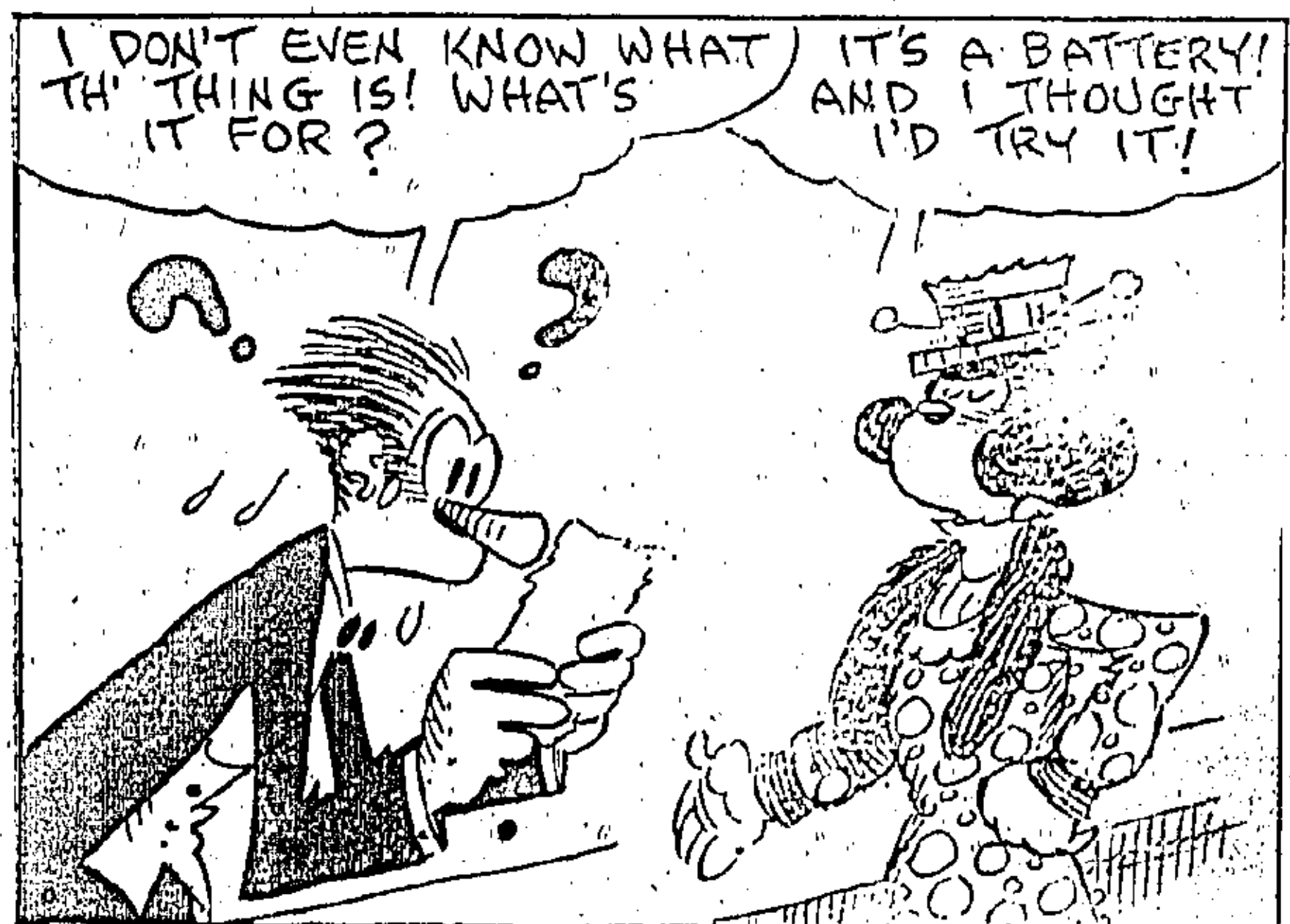
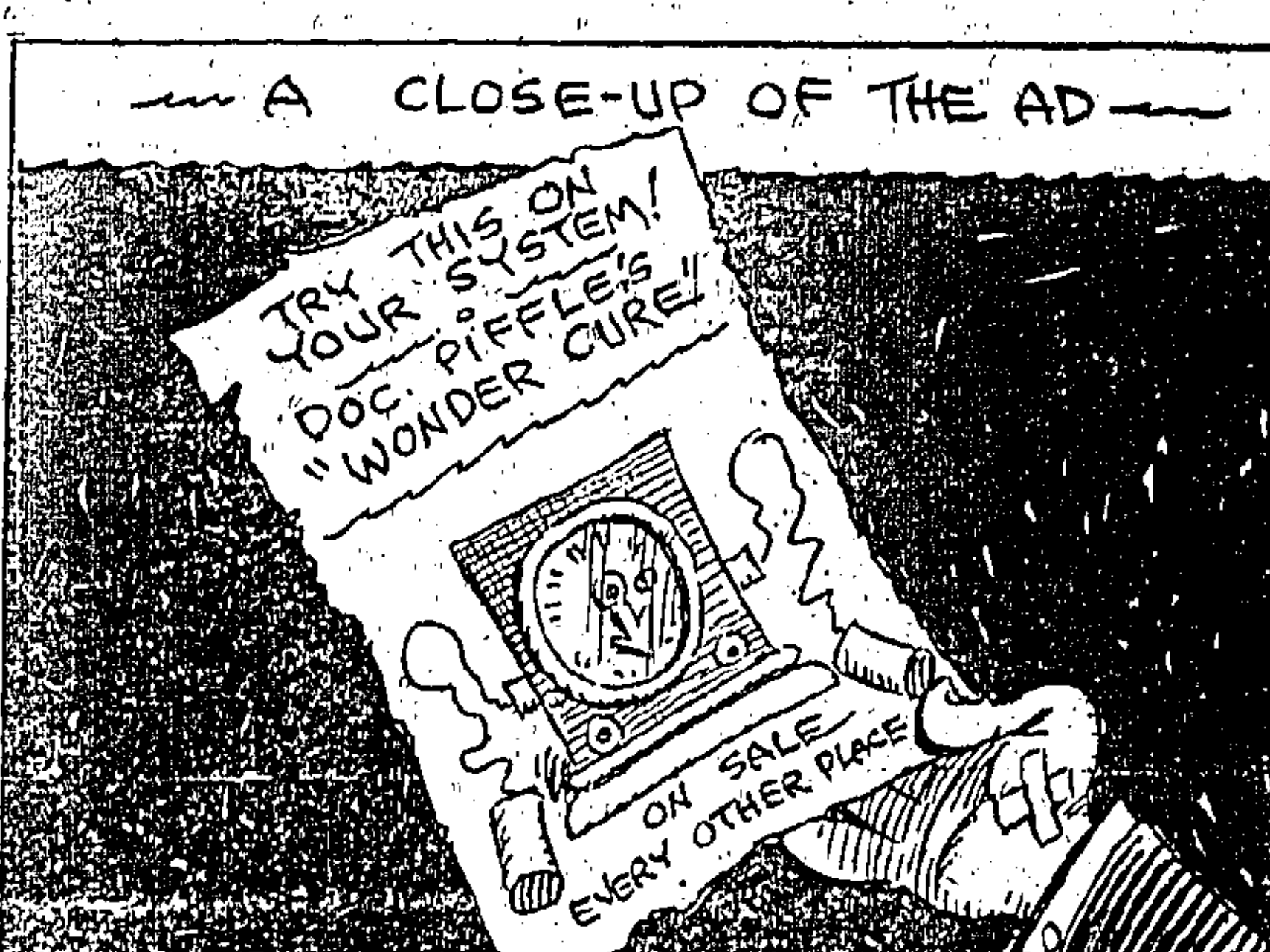
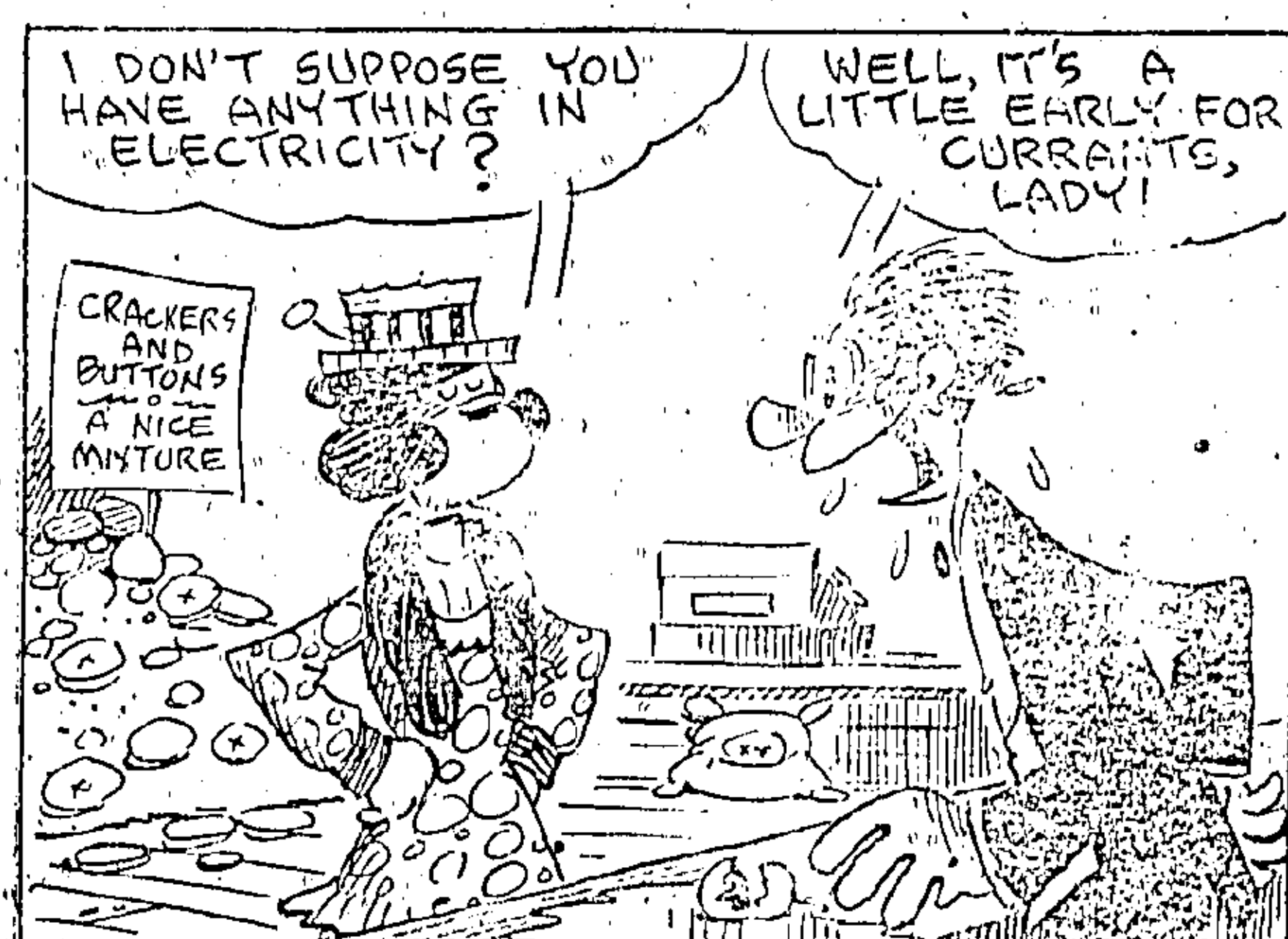
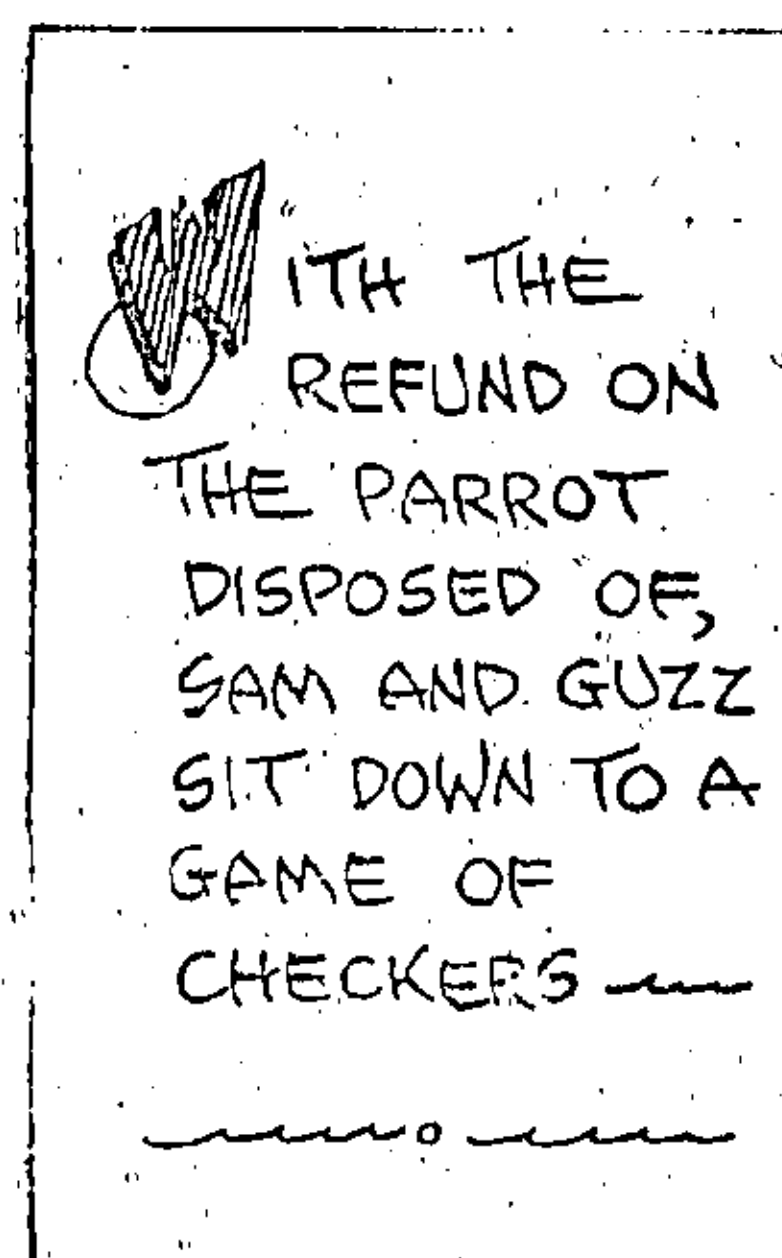
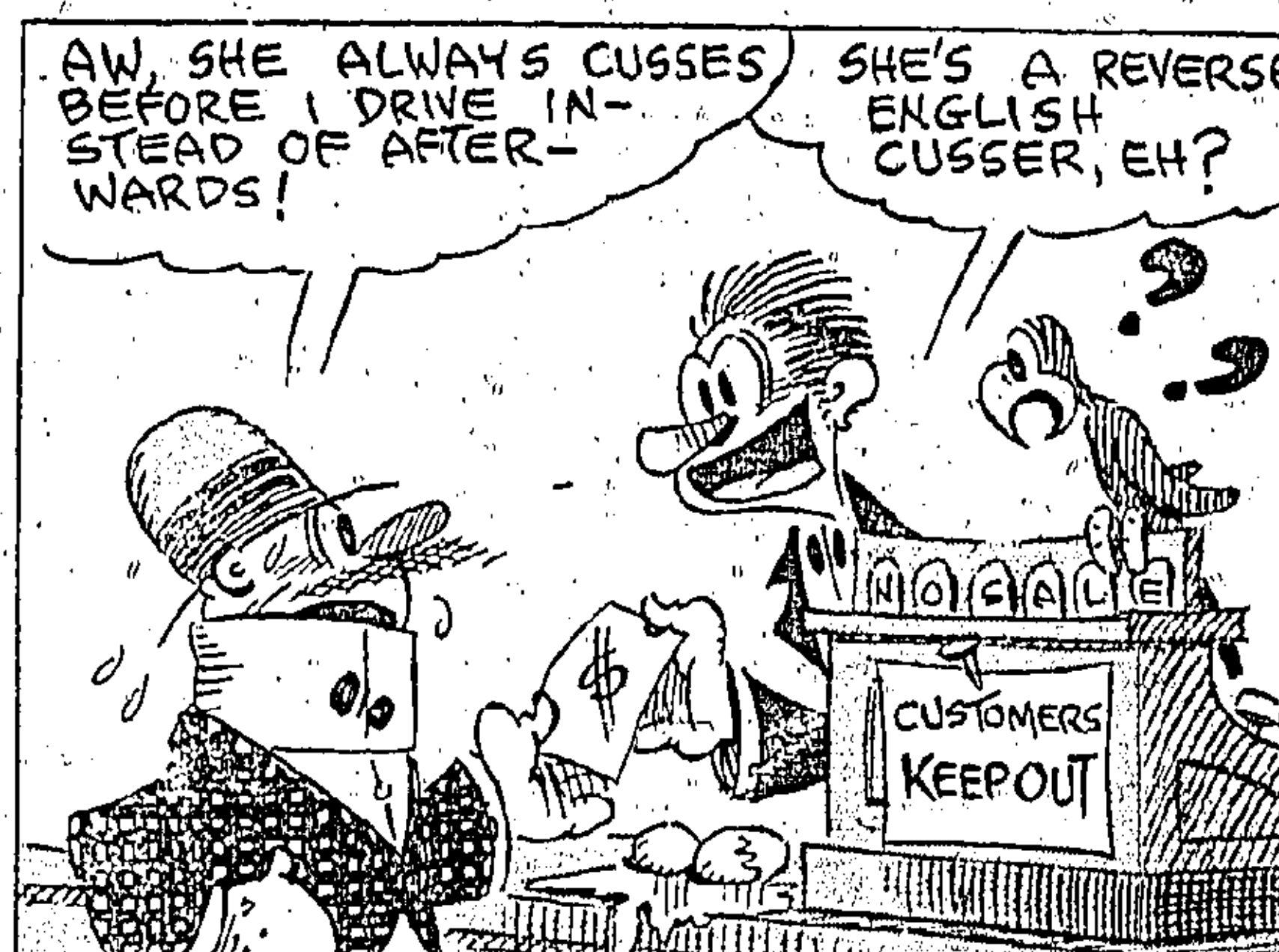
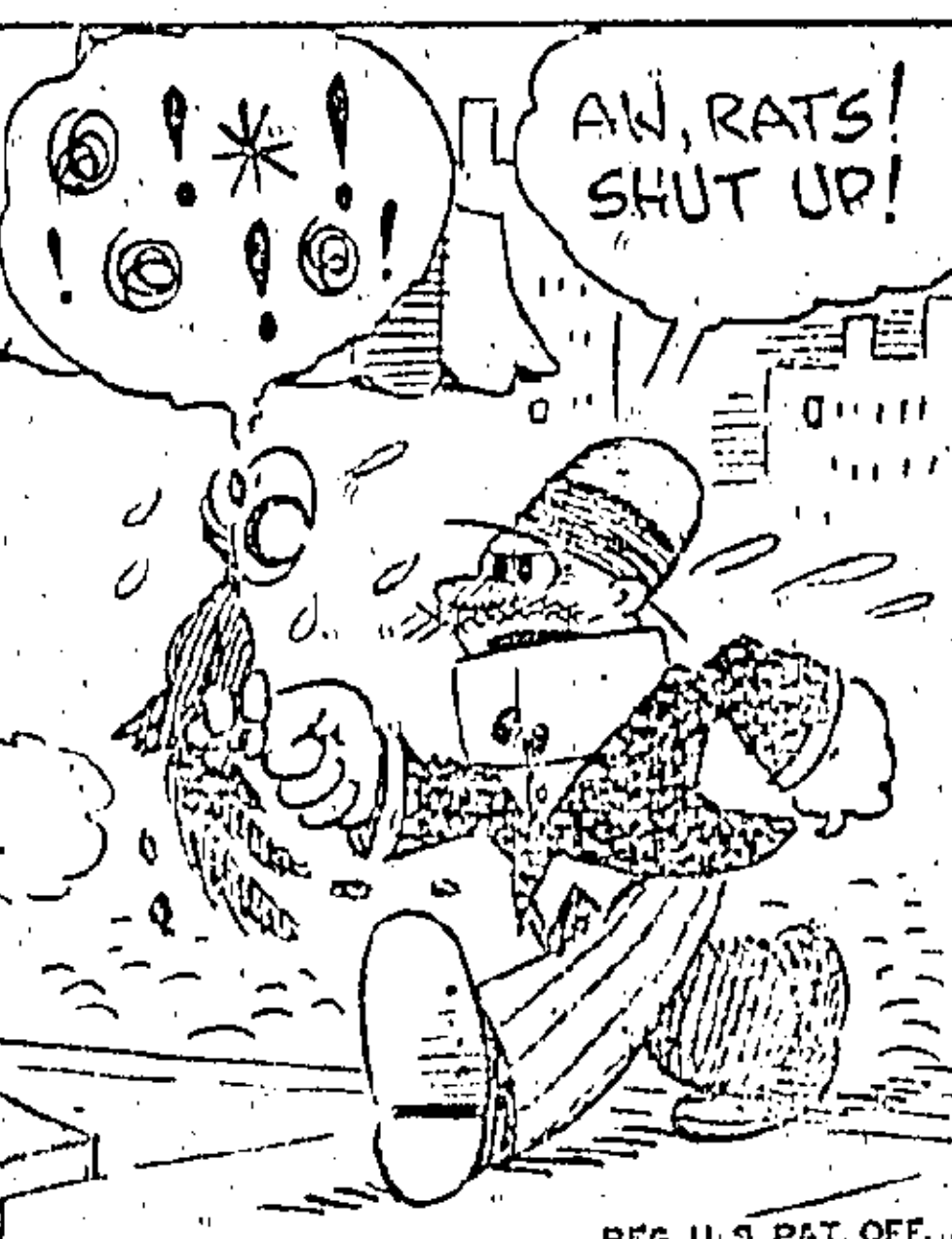
SHE HAD TEETH LIKE ROWS OF PEARLS, AND THE SOFT PINK AND WHITE COMPLEXION OF A BABY, SHE WAS A DREAM, AN ANGEL SENT DOWN TO FILL WITH JOY THE HEARTS OF THOSE FORTUNATE ENOUGH TO GAZE ON HER BEAUTY.



WILLIAM LOVED HER, HE LONGED TO MAKE HER HIS WIFE, BUT FAIR JEAN GAVE HIM LITTLE ENCOURAGEMENT, WITHOUT HER, LIFE WOULD NOT BE WORTH LIVING, AND HE KNEW A REFUSAL FROM HER WOULD KILL HIM, HE PROPOSED TO JEAN, TOLD HER THAT IF SHE DID NOT ACCEPT HIM HE WOULD SURELY DIE, BUT SHE FLATLY REFUSED HIM.



SALESMAN SAM



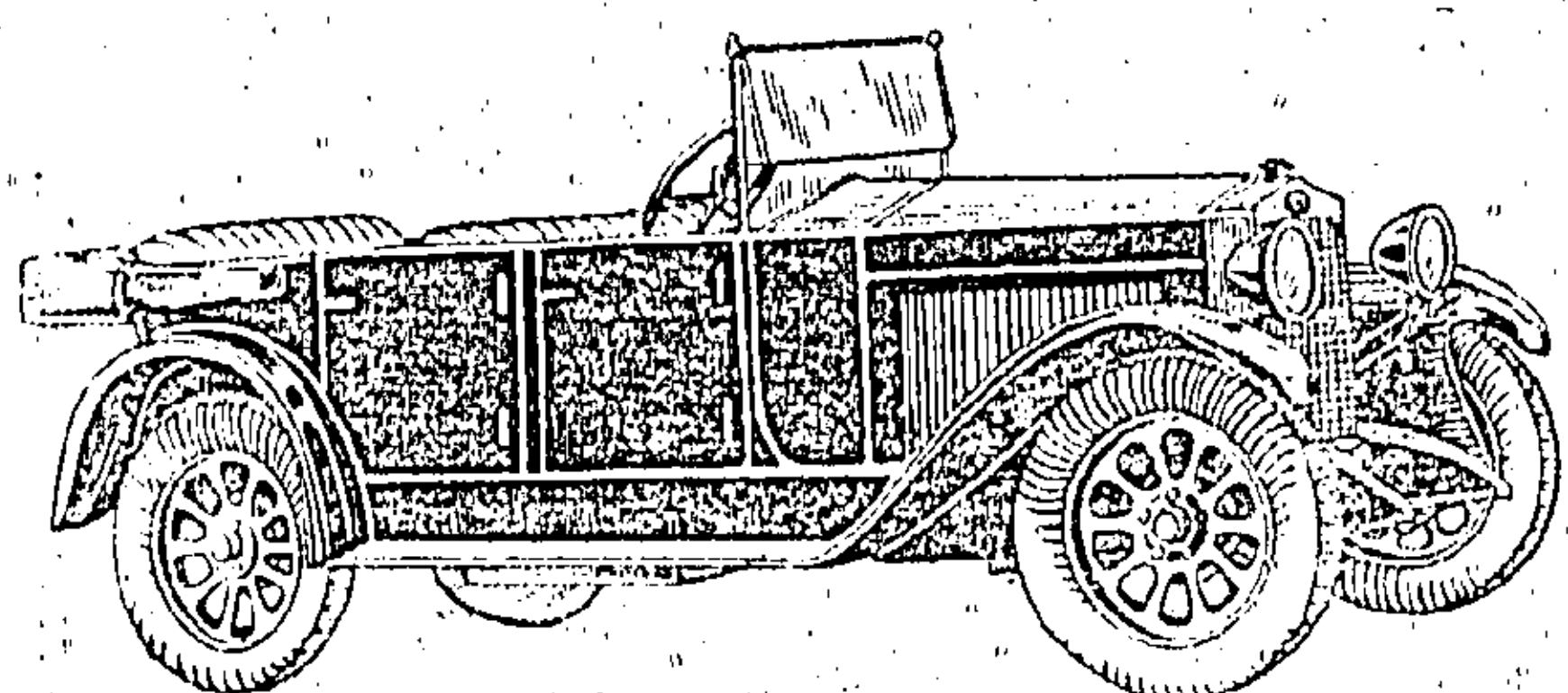
WHITEAWAYS FOR DOLLAR VALUES

FIAT 509

**"The biggest thing
in small cars"**

**Over 44 Important International
Events Won To Date**

Ask any Hongkong owner what he
thinks of his Fiat car



Sole Agents for Hongkong, Canton and Macao
SOC. ITALIANA. IMP. ESP. ESTREMO ORIENTE, LTD.
Managers—A. GÖEKE & COMPANY.

SHOWROOMS
67, Des Voeux Road C.
Tel. C. 4821

WORKSHOPS
Caroline Road,
Tel. C. 3532

OFFICES
3rd Floor China Bldg.,
Tel. C. 2221

MOTORING THROUGH ARIZONA.

Romantic Mountain Scenery Appeals to
Tourists.

Phoenix, Ariz., June 25.—Only a 200-mile trip around a circle, the Apache-Superior loop in southern Arizona is an outstanding feature in itself.

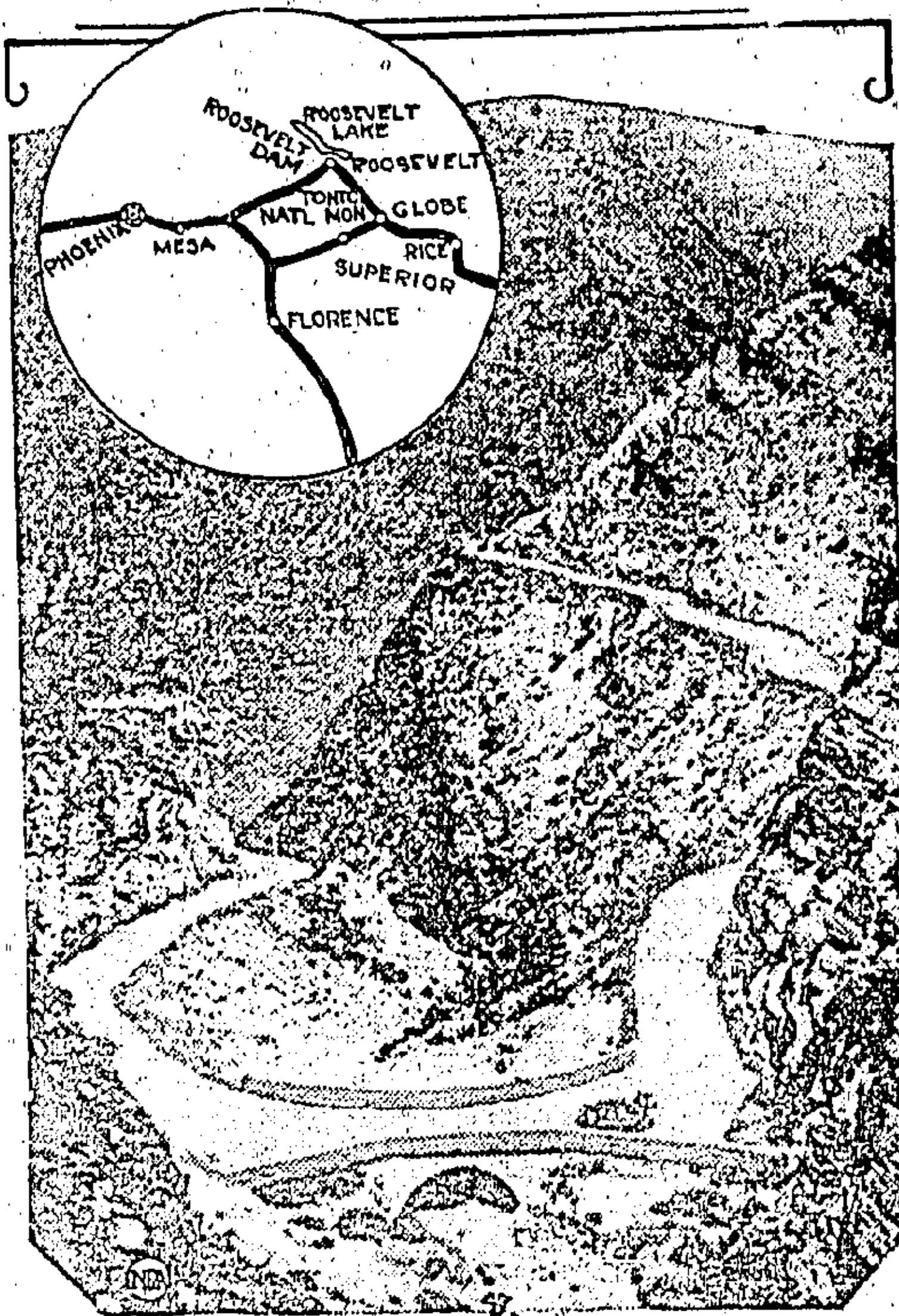
Although it can be made in a day, this trip fills the tourist with so heavenly a beauty that it is remembered for the rest of the year. It combines the yellow parched desert waste with the bluish mountain tops in a virtual rainbow of colour. The crags and canyons that are sighted along this short trip thrill the soul.

Yet, along with this fill of beauty, there are the history and romance that make this dis-

Scenery begins to rival that of the Grand Canyon in colour and splendour. Hairpin turns follow close upon one another. From several spots the motorist can see as many as four different road levels, so rugged is the contour of the canyon country. On one side of the car a rock cliff may tower a thousand feet high, on the other side may be a sheer drop of half a mile.

Along More Canyons.

From a mountain top, the tourist catches his first glimpse of Roosevelt Lake, at the dam where Francesco de Pinedo, the Italian



Great, winding trails like this take the motorist up and down mountainides, on the Apache Trail in Arizona. Map in inset shows the loop followed.

trict even more entrancing. Here, years before a white man ever stepped on American shores, the warlike Apache Indians beat out what is now the Apache Trail.

This vestige of ancient civilization leads the motorist directly into the most modern atmosphere, for at the end of the trail is the famous Roosevelt Dam, supplying power and irrigation to the surrounding territory.

Desert And Mountainside.
The route leads east from Phoenix, for thirty miles over a paved state highway beyond Mesa, on to Apache Junction. The ride here is through the undeveloped Arizona desert, with some of the many varieties of cactus now in bloom.

Then a turn is made northward toward Roosevelt Dam, and the Roosevelt Lake that has been formed by this dam. Superstition Mountain rises to the left, while on three sides and in the distance loom other mountains.

For ten more miles the trip is over fine surfaced road to the Apache Trail, veritably a ledge cut into the sides of the mountains.

world flyer, came down on his flight across America. The lake is a tranquil sheet of blue water extending five miles into the mountains.

Down again, the trip goes, this time winding southward for thirty miles to Globe, along deep canyons and oversteep distant mountains and valleys. In this thirty miles there is a long nine-mile climb over the Pinal Mountains into the copper mining area of Globe.

Now the route turns westward again along another scenic highway past Superior and across the desert to Apache Junction. From this point the same road is traversed to Phoenix that was taken eastward to the Apache Trail.

People living all year round in the vicinity of the Apache Trail are planning to light the entire trail with electricity for a stretch of more than ninety miles. The electric power will be furnished free, for there is plenty of it from the generating station at the dam.

If this is done, the Apache Trail, winding recklessly along mountainsides, will be as safe and as marvelous at night as it is by day.

ROAD ENGINEERING.

Suited Roads to
Cars.

Highway engineering has reached the point of building roads to suit automobiles, in addition to traffic.

Not only are they being made wider with enough room left for additional widening with the increase of traffic, but they are being built to make driving easier and more economical.

Thus the higher taxes we pay for our roads will bring us savings in the operation of our motor cars.

This point is brought out by Prof. T. R. Agg of the highway engineering division of Iowa State College at a meeting of the Society of Automotive Engineers.

Prof. Agg points out that high-type road surfaces cause much less wear on tyres than the low or intermediate types, and that surfaces of loose angular stones are particularly harmful to tyres. He figures that the most economical road grade is one that will permit the vehicle to ascend in high gear at the most efficient engine speed and to descend without the use of brakes or attaining excessive speed.

Levelling Roads Pays.

Therefore, the idea in modern highway engineering is to cut down or encircle steep land, rather than build over it. It costs more, but it comes back in the form of revenue from increased travel.

Every foot of distance saved in the construction of a heavy traffic road, justifies the expenditure, of \$60 at least, says Prof. Agg, so that heavy grading or other expenses are permissible where the traffic the road will bear repays it.

"When it comes to traffic in large cities, the movement now is toward diverting through tourists rather than directing them straight through town. Whatever business or publicity the city might get by the old method is cancelled by the overwhelming congestion ensuing from additional tourist traffic.

Los Angeles' Plan.
One of the first cities to contemplate this new system is Los Angeles. This city is termed a "distributor boulevard" encircling the metropolitan district, permitting through traffic to avoid the congested streets and providing at the same time more adequate entrance to the business area from all directions.

The circular highway will be about 9 miles long and will cost about \$5,000,000. But the city believes the project well worth the cost.

OLDSMOBILE 6-CYLINDER MOTOR CARS.

110-1/2-inch wheelbase—30 x 5.25 Ballon Tyres—six 2-1/2-inch x 4-3/4-inch cylinders—19.84 horsepower (R.A.C. Rating)—L-head engine—crankcase ventilation (dual air cleaning and oil filter)—only 3 to 4 oil changes a year—four-wheel brakes—harmonic balancer—two-way cooling—three-way pressure lubrication—honed cylinders—high velocity, hot section manifold—double valve springs—silent timing chain—full automatic spark—thermostatic charging control—balloon geared steering—double offset, low gravity frame—easy shift transmission—twin-beam headlights, controlled from steering wheel—Duco finish beauty of line—and many other features of demonstrated worth. This entirely new Model Oldsmobile will be available in the following types:

Series E Model 30	5-seater Standard Touring
Series E Model 30	5-seater De Luxe Touring
Series E Model 30	5-seater Standard Coach
Series E Model 30	5-seater Standard Sedan
Series E Model 30	5-seater De Luxe Sedan

The first shipment of the Touring Cars due to arrive in August has been sold. Of the second shipment of six due in September, three have already been sold. Orders will be filled strictly in rotation.

THE GREATEST BUICK EVER BUILT.

Series 115 is powered with the famous Buick Valve-in-head 60 horsepower triple-sealed engine. The bore of this motor is 3-1/4-inch—stroke 4-1/2-inch—R.A.C. Rating 23.44 horsepower. Series 120 and 128 are powered with the famous Buick Valve-in-head 75 horsepower triple-sealed engine. The bore of this motor is 3-1/2-inch—stroke 4-3/4-inch—R.A.C. Rating 29.40 horsepower. These 1928 model Buicks will be available in the following types:

Series 115 Model 20	5-seater 2-door Sedan
Series 115 Model 24	4-seater Sport Roadster
Series 115 Model 25	5-seater Sport Touring
Series 115 Model 27	5-seater 4-door Sedan
Series 115 Model 28	4-seater Coupe
Series 120 Model 40	5-seater 2-door Sedan
Series 120 Model 47	5-seater 4-door Sedan
Series 128 Model 49	7-seater Touring
Series 128 Model 50	7-seater Sedan
Series 128 Model 50L	7-seater Limousine Sedan
Series 128 Model 54	4-seater Sport Roadster
Series 128 Model 55	5-seater Sport Touring

Vibrationless beyond belief—that is the outstanding fact about the Greatest Buick Ever Built. Here, at last, is transportation in which you forget the vehicle and experience only the delight of smooth effortless travel. All models have four-wheel brakes—Ballon Tyres—controllable beam headlights, with control switch on top of steering wheel—air cleaner—oil filter—fuel strainer—crankcase vacuum ventilator—automatic windshield wiper—jack—high pressure grease gun—tool kit—tyre pump—transmission lock—cowl or windshield ventilator—rear vision mirror—indirectly lighted instrument panel—as well as numerous other valuable and distinctive features. Of our first shipment of six of these 1928 Buicks, due to arrive in September, three have already been sold. Orders will necessarily have to be filled strictly in rotation.

G.M.C.—THE MODERN TRUCK.

This entirely new line of General Motors (G.M.C.) Trucks is powered by the famous 6-cylinder Buick Valve-in-head engine. This is in every sense of the word a modern truck—designed for modern traffic. These trucks are available in the following chassis types:

1-ton Model T-20—6-cylinder:

132-inch wheelbase 23.44 horsepower

2-ton Model T-40—6-cylinder:

136-inch wheelbase 29.40 horsepower
150-inch wheelbase 29.40 horsepower
162-inch wheelbase 29.40 horsepower

2-ton Model T-50—6-cylinder:

136-inch wheelbase 29.40 horsepower
150-inch wheelbase 29.40 horsepower
162-inch wheelbase 29.40 horsepower

These G.M.C. Trucks are supreme in flexibility and in endurance. Equally remarkable is the low price which is only possible because of the tremendous volume of General Motors Production. General Motors (G.M.C.) Trucks and Tractors are also available in heavy duty types, the capacities of which range from 2 1/2 to 15 tons.

THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 or 1247.

33 WONG NEI CHUNG ROAD - - - HAPPY VALLEY.

QUICK STARTING **NON WASTING** **HEAT RESISTING**

SHELL MOTOR OIL (BLENDED)

SHELL offers you motor lubricating oil scientifically blended to do properly the three things which oil ought to do.

1. At cold air temperatures it is free flowing to give quick starting.
2. At crankcase temperature, relatively thick to ensure economical consumption.
3. At cylinder temperature it has good fluidity to reduce friction but retain sufficient body to ensure efficient lubrication.

Shell Oils as sold to the public are exactly the same as were used to set up the world's speed records of 1926 for both cars and motor cycles.

Asiatic Petroleum Co. (S. China) Ltd.,
ASIATIC BUILDING.

AS GOOD AS SHELL SPIRIT

NEW CLYNO
FACTORY.

Large Extensions.

The Clyno Engineering Co., Ltd., manufacturers of the British light car that has established itself as a firm favourite both at home and in most of the Overseas markets, have now got their new factory at Welwynhampton into full swing. Very large extensions were rendered necessary by the fact that the demand for Clyno cars for the present year exceeded that of the previous season by over 200 per cent. The new factory, which is built upon the most up-to-date lines, and is equipped

TAXIS APLENTY
THERE.

Why look for a taxi? There are 150,000 in the United States by latest count, in a business of more than \$200,000,000 investment and bringing in \$517,000,000 in revenue annually.

ed with highly specialised labour saving machinery, is capable of handling a weekly output of 1,250 complete motor cars, and this represents one of the largest car manufacturing enterprises in Europe. Rootes Ltd., Devonshire House, Piccadilly, W.1, are sole world exporters of all Clyno cars.

BATTERY LIFE.

MODERN ACCUMULATORS
SIMPLE TO LOOK AFTER.

How long should a battery last? Is a question often asked by beginners at motoring. "Old hands" have gained knowledge from experience and are usually well aware that a battery of a reputed make, properly used, will last several years—certainly long enough to give an excellent return for its cost.

There are numerous car owners nowadays who are getting extraordinary good service from the battery, just as there are car owners who get quite abnormally large mileage from tyres which is by no means due to mere chance, but, in the first place, the tyres are of high-grade manufacture and, secondly, a proper amount of care is given to them. On the other hand, there are car owners who can wear out batteries and tyres at an abnormal rate and blame them for not being able to stand up to the work. Such a car owner may say that 18 months' life is all that he can get from any battery, then the plates "sulphate" and break up and the battery loses most of its amperes-hours capacity.

In this connexion the points to remember are that the modern battery, is an expert will confirm, is a really solid, durable job and as simple as A.B.C. to look after. Keep it charging or discharging moderately when the car is in use, maintain the acid at the proper level over the plates and the battery will give good service.

It pays to obtain and use a testing hydrometer—an inexpensive necessity—and thereby keep a check on the condition of the electrolyte. It may be assumed that the battery is being kept fully charged, but it may prove to be the case that the acid is not up to its proper specific gravity. It is a great mistake to leave a battery standing for weeks at a time without its getting a "conditioning" charge.

When the car is not being used for a period of weeks the battery should get a short charge at a local service station or garage. Other points to give attention to are to keep the top of the battery dry—acid leakage will form a conducting path and slowly run the battery down. A sure sign of an ill-kept battery is the presence of corrosion on the terminals. If allowed to form to any appreciable extent, it will eventually create a bad connexion and the battery will not receive its proper charge. At the first sign of corrosion the cables should be detached and the connectors cleaned, and, after replacing on the terminals, they should be given a thick coating of vaseline.

Neglect does much more to shorten the life of a battery than vibration or the momentary heavy discharges caused by starting. These are factors which are well provided for by the manufacturers of the battery.

WORLD MOTOR TRANSPORT
CONGRESS.

Subjects for Discussion in London.

(Special Report.)

The World Motor Transport Congress, which is to be held in London in November, 1927, will be an event of first-class importance. Congresses under this title have been held on three occasions in America, but the forthcoming gathering may be fairly regarded as the first of a new and more generally valuable series of events, which, in course of time, may exert very powerful influence in favour of the further development of road transport throughout the world.

The Congress to be held in London this autumn will consist of six meetings, which will take place on the mornings and afternoons of November 14, 15 and 16. On November 17, the delegates at the Congress will pay an official visit to the Commercial Motor Transport Exhibition at Olympia, which opens on that day.

The Society of Motor Manufacturers and Traders, Ltd., are acting as organisers of the Congress under the auspices of the Bureau Permanent International des Constructeurs d'Automobiles, which is a body formed to regulate certain international matters affecting the motor industries of all manufacturing countries.

Though the Congress will take place in London, it will be of an entirely international character. Equal opportunity will be given to all nations to be fully represented, to submit written contributions, and to take part in the discussions on the selected subjects. It is anticipated that further Congresses will subsequently be held in the capitals of other countries, the programmes for these later events depending on the decisions which will be arrived at in November as to what subjects require further investigation and what information or statistics ought to be collected as a basis for later discussion.

In the present instance, six main headings for discussion have been agreed. These are as follows:

1. Road construction and improvement in relation to the development, efficiency and economy of road transport.
2. Motor transport as an instrument of development of world resources.
3. The necessity of co-operation between road and rail transport.
4. The development of motor vehicles suitable for service on bad roads and for cross country use.
5. The improvement of facilities for international travel by road.
6. Fuels and fuel supplies for road motor vehicles.

Invitations are being addressed to the Governments of all nations and to important organisations concerned with inland transport throughout the world, and all who nominate delegates are invited to send in written contributions under any of the headings mentioned above. These contributions will be distributed to all delegates well in advance of the Congress. Consequently it will not be necessary to take up time at the actual meetings by the reading of papers. Those who

have submitted papers will rather be asked to summarise the main points which they wish to bring forward, and so to open a general discussion, in which it is hoped that not only those who have information to give, but those who desire to obtain information, will take equal part.

It has been suggested that the forthcoming Congress may be fairly regarded as the first of a new series of gatherings of this kind. Previous Congresses under the same name have been attended largely by people directly connected with the business of motor manufacture and distribution. Such interests will, of course, be again represented in London, but a very large proportion of the representation will be official. Arrangements have already been made under which all parts of the British Empire will be officially represented.

The Imperial Motor Transport Council has given its support to the Congress, which means that the members of this Council will not only attend as delegates representing their various interests, but will also give their active assistance in securing such further representation as may be needed from their different countries or states. To indicate how complete the British Empire representation at the Congress will be, it is, therefore, only necessary to give some idea of the constitution of the Imperial Motor Transport Council. This body, which was specifically formed some 14 years ago for the purpose of functioning in connexion with Congresses and similar gatherings, includes representatives of the Imperial Government through the various departments directly interested in the use of motors or in the development of trade.

Thus we find on the Council strong representation of the War Department, and also representatives of the Post Office as large users of motor vehicles, the Department of Overseas Trade, the India Office, and the Dominions and Colonial Office.

As regards the Dominions themselves, the Council includes official representatives of Canada, Australia, New Zealand, South Africa, Newfoundland and India. Again, the States and Provinces of Australia and Canada are individually represented, in many cases by their Agents-General.

The Council is not wholly composed of Government representatives, but also includes the nominees of all important British organisations concerned with transport in general, and motor transport in particular. At this point it may be appropriate to mention that the term "motor transport" is here used to apply to the use of motor vehicles of all kinds, from the lightest motor cycle up to the heaviest lorry or tractor. It is not used in the limited sense in which it is sometimes employed, to indicate connexion only with public service and commercial vehicles. Thus, the Congress will be of interest to motorists in all parts of the world, whatever class of vehicle they own.

NOISES IN MOTOR
CARS.Diagnosing Different
Kinds of Trouble.

Noise coming from any part of the car is a source of great irritation to the owner-driver. But car noises play a very useful part in the diagnosis of trouble.

A study of the various mechanical cries for help is a helpful aid to the beginner. Unusual noise may be taken in most cases as a warning and the beginning of trouble.

Here are some common cries of distress:

A dull and continuous thud from under the bonnet probably denotes that a sparking plug is misfiring. The noise is rather like the muffled tap of a hammer.

A noise like champagne corks being drawn in the neighbourhood of the carburettor suggests the jet is becoming choked. Sudden and rapid acceleration may clear it, but failing this the jet will have to be dismantled.

A popping noise may also indicate that the petrol supply is coming to an end. After a few "pops" there is a sighing noise and then silence.

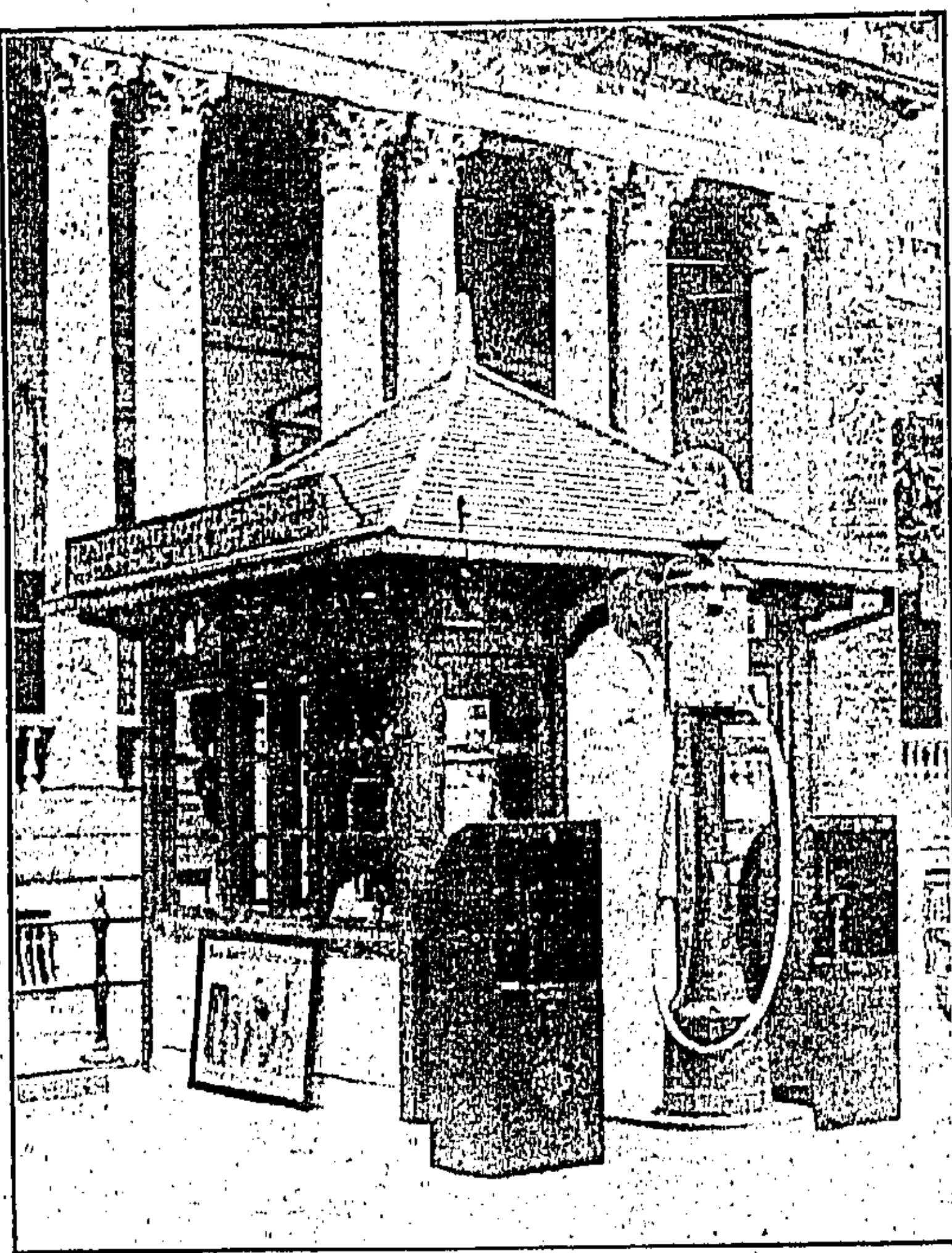
Brakes shriek when they are in trouble. Usually this means that the fabric linings have become smooth and dry. An injection of paraffin will cure the trouble. Brakes that require relining also shriek.

When the fan drive requires oil it makes a pitiful noise. It is such a high-pitched and persistent note that it can be traced at once. Spring shackles that require oil twitter like canaries; the dynamo when in the same predicament grunts. A loose dashboard makes a drumming noise.

Nearly all modern engines "pink" when the ignition is too far advanced. "Pinking" is like the noise made by tapping a teacup with a spoon. Some engines pink too easily. A mixture of benzole and petrol suit this kind of engine best.

MOTOR SHELL MOTOR
PIRIT OILS

FREE AIR — FREE WATER

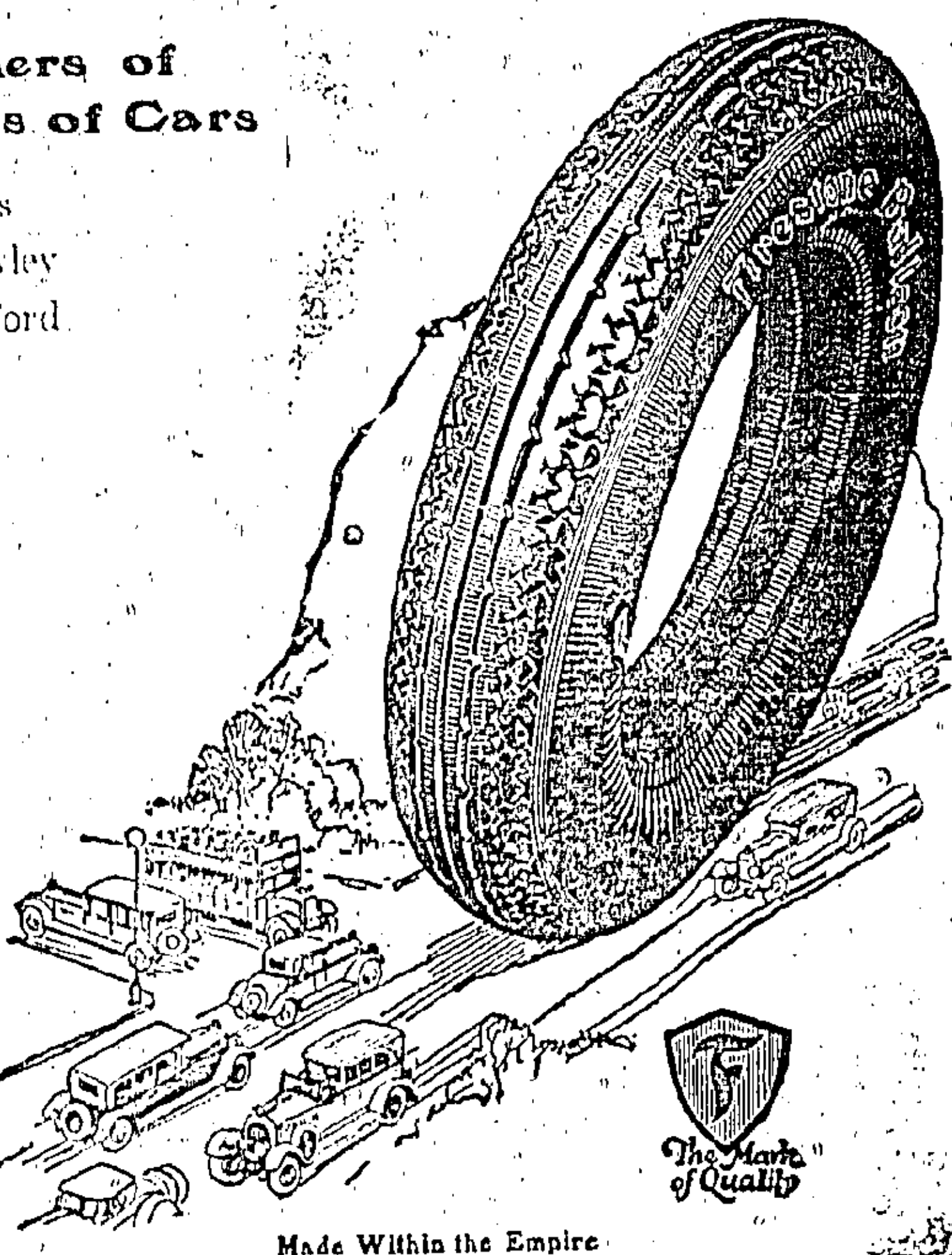
CENTRAL FILLING STATION
OUTSIDE CITY HALL, HONGKONG.

The Asiatic Petroleum Co., (South China) Ltd. Hongkong.

AN ANNOUNCEMENT

Directed to the Owners of
the Following Makes of Cars

A. C.	Lea-Francis
Alvis	Morris Cowley
Armstrong-	Morris Oxford
Siddeley	Rhode
Bean	Riley
Calcott	Singer
Calthorpe	Swift
Clyno	Vulcan
Eric Campbell	Wolseley
Galloway	
Hampton	
Humber	
Jowett	
Lagonda	



Made Within the Empire.

We are now supplying Firestone Full-Size Balloons, with the extra strength and durability given by the special Gum-Dipping process, to fit wheels with Well Base Rims.

Firestone

THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 or 1247.

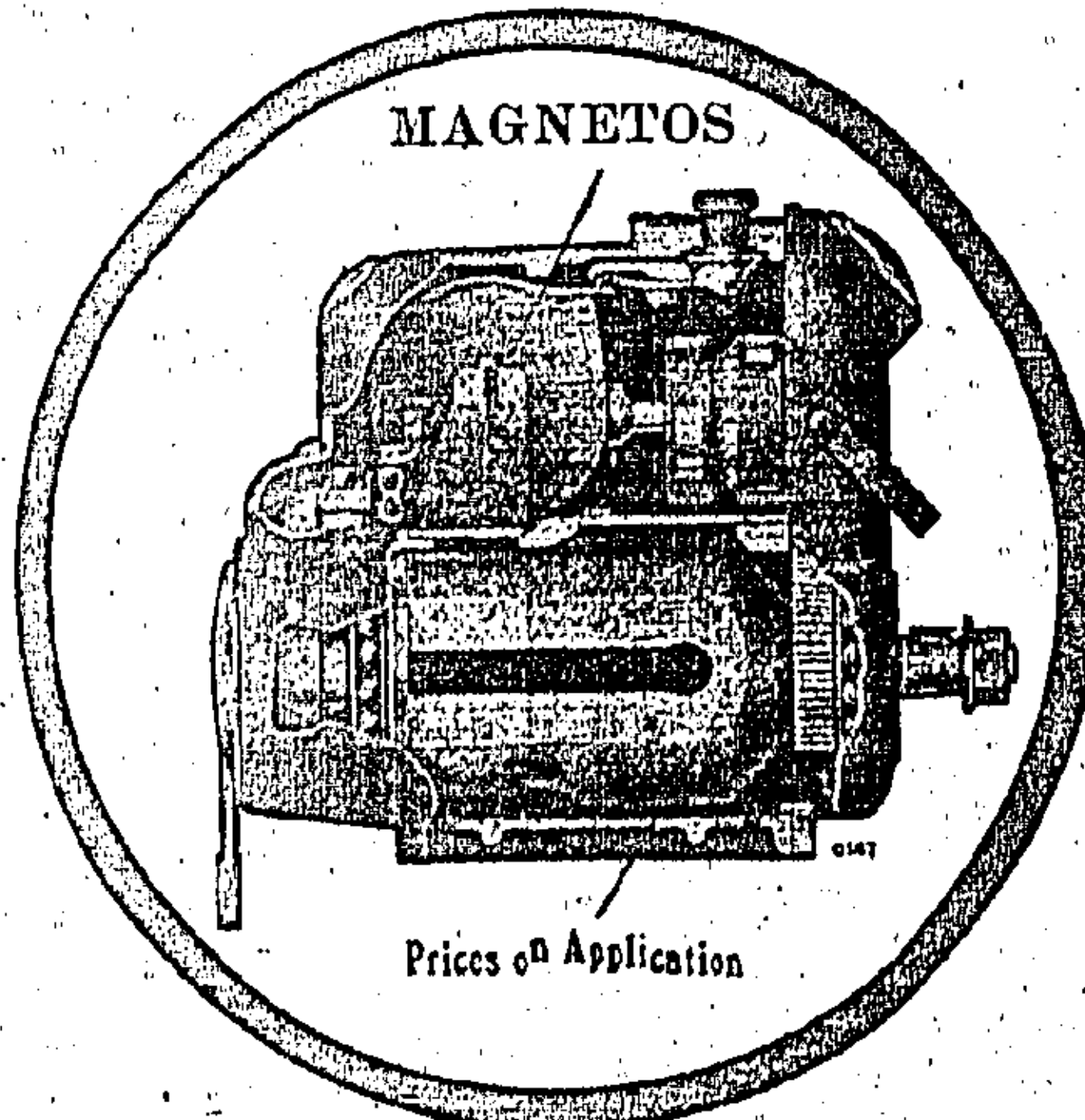
33, WONG NEI CHUNG ROAD, HAPPY VALLEY.

OLD CARS DOOMED.

Pennsylvania has adopted a new law, to go into effect January 1, 1928, by which the secretary of

highways will have the power to order decrepit and outworn passenger autos and trucks off the road. He may do so by refusing to register such vehicles.

SCINTILLA



MAGNETOS

Prices on Application

THE HONGKONG HOTIE GARAGE.

Queen's Road, C

Telephone C. 4750.

JOIN

THE HONGKONG AUTOMOBILE
ASSOCIATION

A Few Advantages:—

- 10% Off Motor Car Insurance
- Free Legal Advice.
- Reliable Drivers Supplied
- Free Mechanical Advice.
- Associate Membership of the R. A. C. and A. A. London.

All Communications for Membership etc. to
REV. G. E. S. UPSDELL
Hon. Secretary,

P. O. Box 116.

YOU SAVE
DOLLARS

As a small peace-offering we will give the buyer of any of the following motorcycles the choice of an Al Insurance Policy or a Speedometer fitted to his mount. In addition, we make a specially favourable price for cash.

This offer is for 30 days only, whether for cash or hire purchase plus 90 days free service on his mount.

It will pay you to buy now.

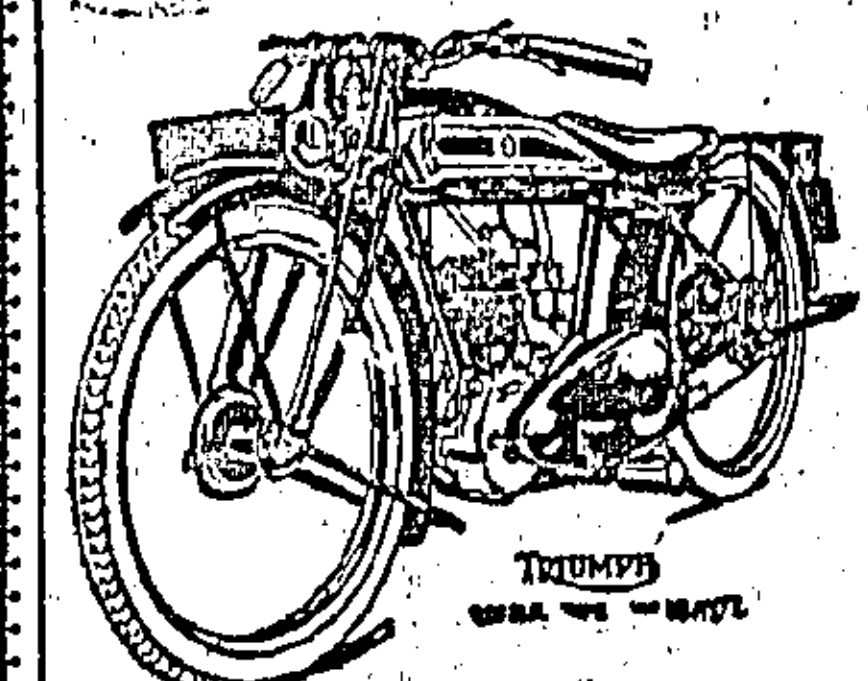
FRANCIS BARNETT

Model 4	£36.10.0.
Model 5	39. 0.0.
Model 9	45. 0.0.

A. J. S.

Model H1	£116.10.0.
Model H3	65. 0.0.
Model H5	61.10.0.
Model H6	66. 0.0.
Model H8	73. 0.0.

TRIUMPH



N. Standard	£55.0.0.
N. De Luxe	60.0.0.
TT	83.0.0.
SD	72.0.0.

INDIAN



Indian Prince	G.3265
Indian Scout	330
Indian Chief	380
Indian Big Chief	390

DOUGLAS

Douglas EW	£59.0.0.
------------	----------

Why not call and let us tell you about our EASY TERMS. How simple they are, and how considerate!

We can promise you an enjoyable chat, and you will not be pressed to make a purchase.

ALEX. ROSS & CO.
(CHINA), LTD.Prince's Building, 2nd Floor,
Ice House Street Entrance.

ADVERTISERS

IN THIS

MOTORING

SUPPLEMENT

ARE REQUESTED

TO SEND

CHANGE OF "COPY"

NOT LATER

THAN WEDNESDAY

OF EACH WEEK.

For Rates and

Suggestions

apply to—

The Manager

"The Hongkong Telegraph"

Tel. C. No. 1.

GERMANY IS GROWING.

Germany now ranks sixth in the number of automobiles registered. It has one motor car to every 196 persons, as compared with one to every five in the United States.

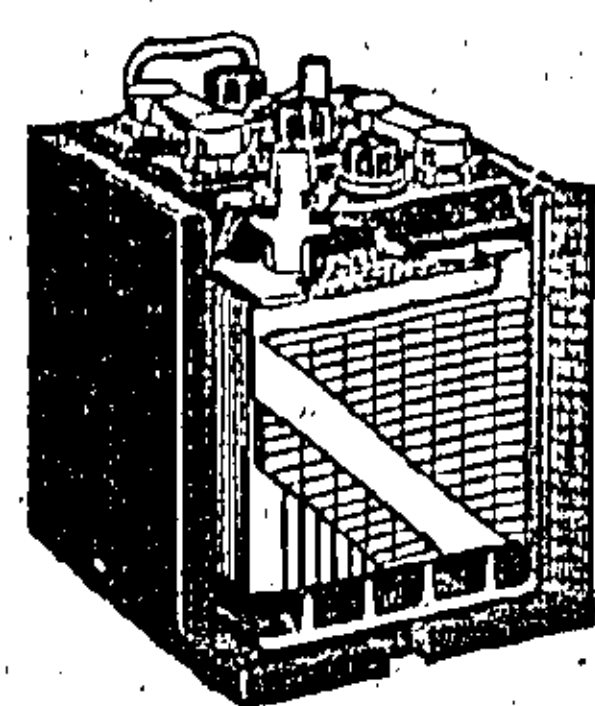
WE STILL WALK.

America might lead the world as a motoring country, but that doesn't keep them from walking. Statistics show that the average American buys three times as many shoes as the European.

Prest-O-Lite

Batteries designed for your car—Stocks Carried for your convenience

VOLTS AMP. HOUR CAPACITY CYCLES	TYPE	CASE	The Prest-O-Lite Battery for your car DIMENSIONS IN INCHES L. W. H.	PRICE EACH	REPLACEMENT GROUP
6	65 MR	RUBBER	41X31X 6 1/2	\$17	OYO
6	611 RHK	DO	36X26X 9 1/4	\$30	4
6	A-613 JF	DO	36X26X 9 1/4	\$31	4
6	A-611 SH	RUBBER	31X21X 9 3/4	\$20	1
6	A-615 JF	DO	31X21X 9 3/4	\$20	1
6	A-613 SH	DO	31X21X 9 3/4	\$20	1
6	A-615 SH	WOOD	31X21X 9 3/4	\$20	1
6	615 JKH-2	RUBBER	19X16X 9 1/4	\$70	OAC
6	A-617 SH	DO	13 X 17 X 9 3/4	\$80	6
12	A-127 SH	WOOD	12 X 17 X 9 3/4	\$65	M/C
12	1211 AHS	DO	17 X 13 X 10 1/2	\$75	7
12	1211 SHK	DO	17 X 13 X 9 3/4	\$95	12



- GROUP No.**
- 1 Studebaker Light & Std. Sizes, Goamer, &c.
 - 2 Studebaker Big & Spec. Sizes, Chrysler, &c.
 - 3 Case, Cole, Cunningham, Oldsmobile, &c.
 - 4 Buick Std., Chevrolet Essex, Ford, &c.
 - 5 Buick M., Chandler, Hudson, Oakland, &c.
 - 6 Hupmobile, Packard, 8, Willys Knight, &c.
 - 7 Dodge, Gardner, Graham Bros. Truck, &c.
 - 8 Locomobile, Mack Truck, Rolls & White.
 - 9 Cadillac Special Cadillac Battery.
 - 10 Cycle Motor Cycle Battery—Harley, Indian, &c.
 - 11 M/C MORRIS replacement Battery.

Prest-O-Lite

HONGKONG HOTEL GARAGE

(THE HONGKONG & SHANGHAI HOTELS, LTD.)

25, Queen's Road Central Tel. Central 4759.

HINTS FOR THE MOTORIST

ALBERT L. CLOUGH

FINAL DRIVE-GEAR MESH.

In response to requests, the following directions are offered for testing and correcting the tooth contact of the rear-axle bevel pinion and ring-gear. Remove the axle housing inspection plate and jack up the rear wheels, clean the two gears of oil and paint their tooth faces completely with prussian blue or white lead. When the axle is operated by the engine, with the wheel brakes partially applied, this paint will be rubbed off at portions of the tooth faces which make contact, but will remain on the portions where no contact is established, thus enabling the nature of the mesh to be determined. In describing a bevel gear tooth, its large or thick end is called the "heel," and the thinner end the "toe," while the base of a tooth is called its "flank," and its outer end its "point." Generally speaking, the mesh is correct when contact takes place over the full tooth length from heel to toe and over an area mid-way between point and flank. When after the gears have been run under a slight wheel brake load, the teeth are found free from paint throughout the parts above described, it may be assumed that the best possible contact has been secured. The following suggestions will assist in attaining this result: If a test indicates contact at or too close to the flanks of the teeth, the pinion is too deeply meshed with the gear and should be adjusted slightly away from it, but if, on the other hand, the contact is too near the points of the teeth, the mesh is not deep enough and the pinion should be moved slightly inward, closer to the gear. In case the contact appears mostly at the heel end of the teeth, there is too much play between the gears and the ring-gear should be adjusted somewhat closer to the pinion, but when the contact is mostly near the toe ends of the teeth there is too little tooth clearance and the gear should be adjusted away from the pinion. Directions for adjusting the pinion toward or from the gear and for

moving the gear relatively to the pinion have been given in a previous article.

Starts Hard on Magneto.

Question.—My Ford car has no starter and the engine has to be cranked by hand. It is very hard to start it in this way and friends say that it is because the magnets of the magneto are now too far from the coils as a result of wear. Can this condition be corrected without dismantling the engine? What else can be done to make handcranking easier?

Answer: Clearance of magnets and coils cannot be adjusted without dismantling and disassembling the engine. We suggest that you connect a set of five dry cells to the other side of the ignition switch from that which connects the magneto current. This will enable you to secure a good spark, even though you are cranking very slowly and, as soon as battery current has started the engine, you can switch over to magneto. Before you put in the battery, however, you might try having the magneto magnets recharged, in position, make sure that the magneto contact is perfect, check up coil-vibrator adjustment to 1-32 inch and see that the sparkplug points are not set too far apart.

A Vibration Complaint.

Question.—The engine of my four-cylinder car vibrates unduly at 25 m. p. h. as a result, I think, of the low ratio of the final drive gears. Would it reduce this if I were to put in a larger pinion-gear? Have you any other suggestions?

Answer: Adopting a higher final gear ratio would result only in making this vibration period come at a somewhat higher car speed than it does at present, but this might prove advantageous if you drive mostly at or near 25 m. p. h. Of course, you realize that raising the gear ratio would reduce hillclimbing ability to some extent. This engine ought not to vibrate noticeably at the speed you mention. Is the compression equally good in all four cylinders? If you have a weak cylinder it is pretty likely to affect the smooth running of the engine. Can there be anything loose about your car, which takes up and accentuates any vibration which the engine may make at a 25 mile speed?

BALLOON RACE.

Goodyear Wins Trophy.

Piloting the Goodyear V. Ward T. Van Orman and Walter W. Morton, premier balloonists, won their fourth successive National Balloon Race.

These two men will represent America in the International race to be held from Denver, Colorado on September 10th.

Starting from Akron, Ohio on May 30th with 14 other balloons, Van Orman and Morton flew a total of 718 miles, landing near Bar Harbour, Maine, just 50 yards from the ocean.

Through this victory, the Goodyear pilots brought permanent possession of the Litchfield trophy, presented by P. W. Litchfield, president of the Goodyear Tyre and Rubber Co., to the Akron chapter of the National Aeronautic Association. A new trophy, to be a duplicate of the Litchfield cup, will be at stake in future races. The 1927 national elimination event is thought to be the first balloon race that has been won through science alone. With rain and electrical storms to contend with, Van Orman and Morton had an extremely trying time of it, and were able to win only through their ability to escape the worst parts of the storms. This was done, according to Van Orman, by science alone. By making tests with their radio set and using their sextant, a new instrument in balloon navigation, they were able to steer their course between two severe storms.

After passing over Lake Ontario, Van Orman and his side did not see land or water again until they were nearly forced down in the Adirondack Mountains. They then ascended to a height of 16,000 feet, which elevation they were blown along at a rate of 50 miles an hour.

Not wishing to risk crossing the ocean, they brought this huge bag to rest on the ocean's edge.

Sixteen balloons, representing America, England, France, Belgium and Germany will compete in the International Race for the James Gordon Bennett cup, which Van Orman and Morton won in 1926.

NEW MOTOR CLUB IN PICCADILLY.

To Meet Need of Poorer Motorists.

Lord Glsborough as president of the newly formed Owner-Drivers' Club, formally opened the club's premises at Criterion Buildings, Piccadilly Circus. The club has been formed to meet the needs of motorists who are unable to take advantage of the more expensive clubs. The premises occupy a whole floor of the Criterion Restaurant building and owner-

drivers of both sexes are eligible for membership.

Those who do not desire to take advantage of the social side of the club may become touring members at a subscription of only one guinea a year. The benefits of touring membership include flat-rate charges for repairs, overhauls, etc., at listed garages throughout the country.

Lord Glsborough, before declaring the club open, traced the wonderful progress towards the perfection of the motor car, and remarked that while in this country we had not quite reached the record of America, where one in every six of the population owned

a motor car, we were rapidly approaching it. People were now motoring who hitherto could not afford to do so. That was what had brought about the desire for a club of that character.

They were not in any sense trying to rival great clubs and associations already in existence. Their object was to provide for a class of people who could not afford membership of those other clubs. Alluding to the garage difficulty in Central London, he hoped that before they were much older they would have a garage underground within close reach of, if not under, the Criterion buildings themselves.

PACKARD

PACKARD has always meant Luxury—the Supreme Combination of all that is desirable in motor cars.

Now Packard has announced new price levels—and added an important page to motor car history.

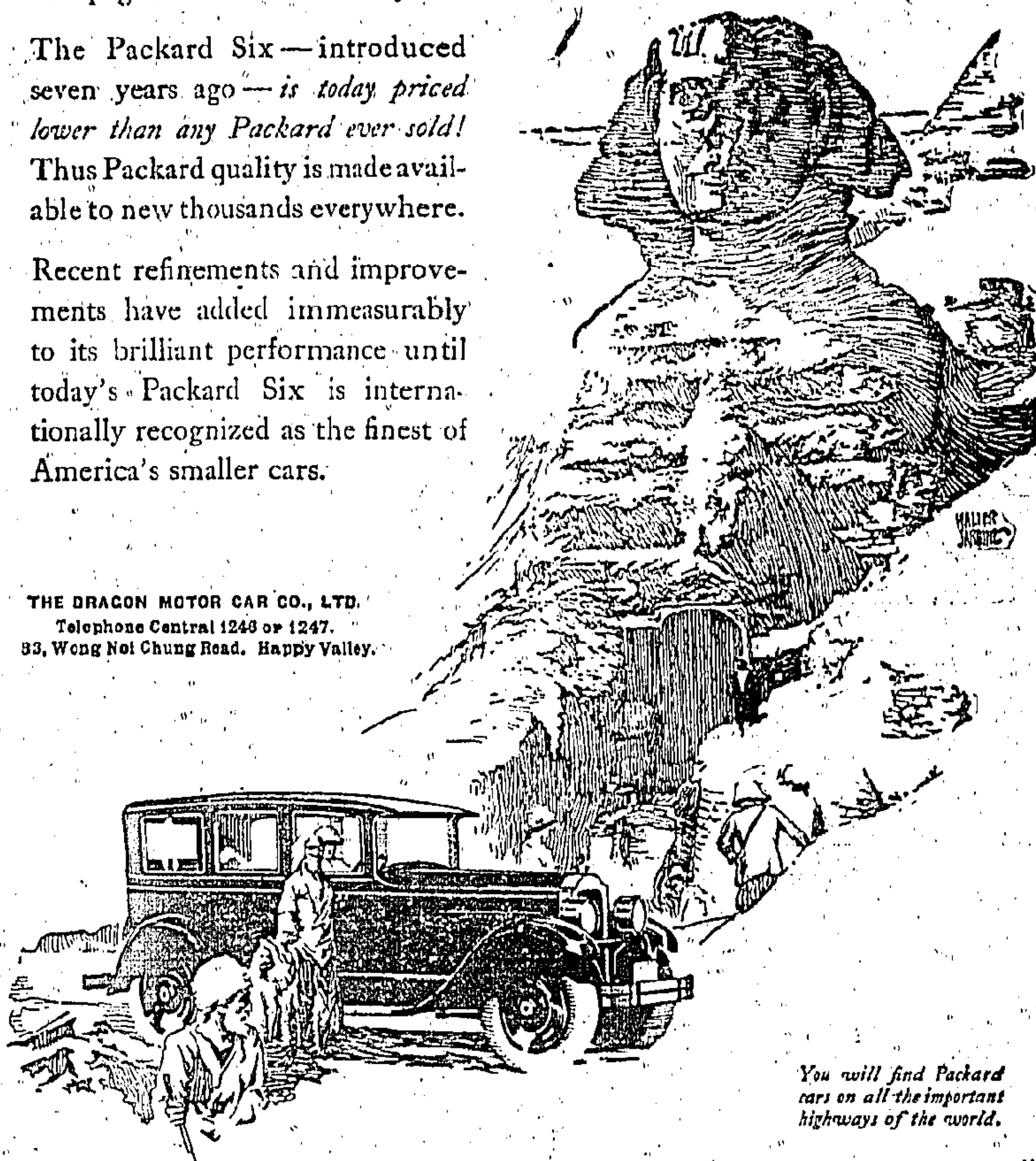
The Packard Six—introduced seven years ago—is today priced lower than any Packard ever sold! Thus Packard quality is made available to new thousands everywhere.

Recent refinements and improvements have added immeasurably to its brilliant performance until today's Packard Six is internationally recognized as the finest of America's smaller cars.

THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1248 or 1247.

33, Wong Nei Chung Road, Happy Valley.

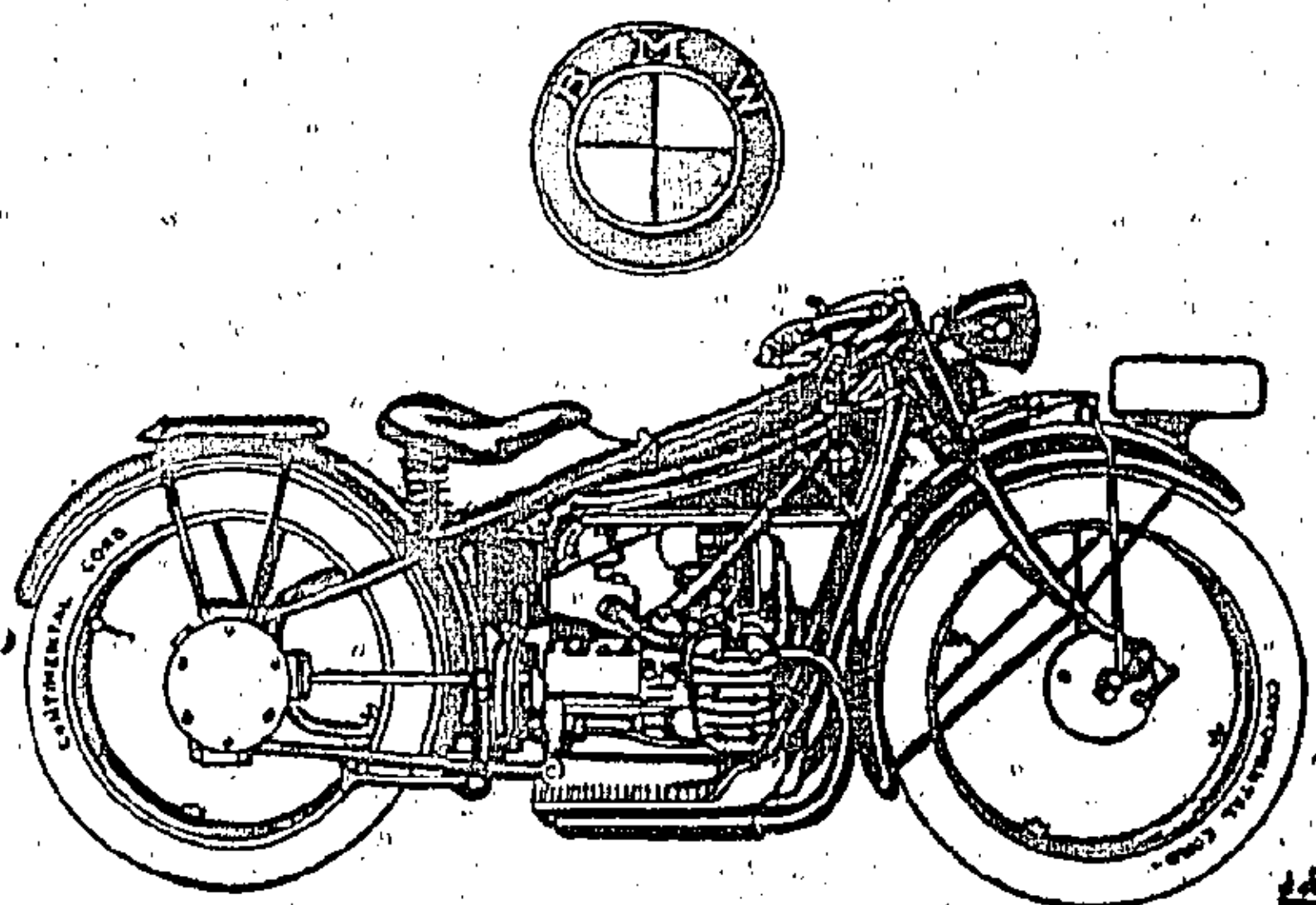


You will find Packard cars on all the important highways of the world.

ONLY A RIDE CAN TELL YOU PACKARD'S STORY

THE B.M.W. TOURING MOTOR CYCLE

WHICH WON THE ITALIAN TARGA-FLORID RACE, 1927



12 B.H.P. MODEL R42 500 c.c.

The new B.M.W. Touring Model represents the latest and most progressive form of engineering development applied to motor cycles.

In designing the R42 model, it has been the maker's endeavour to procure with all possible expediency, every step of technical progress and every item of riding experience for the benefit of a wide circle of clients. The outcome of this endeavour has been to produce—

The most modern Touring Motor Cycle of the highest quality ever put on the market.

A FEW NOTABLE FEATURES

- Engine entirely water and dust proof.
- Double Frame throughout.
- Increase of engine power to 12 brake horse power.
- Rims suitable for normal or balloon tyres.
- All gearing effectively enclosed in oil-tight casings.
- The universally recognised advantages of shaft-drive.
- Bosch head and rear lights—Speedometer—Horn.
- All spare parts in stock in Hongkong.

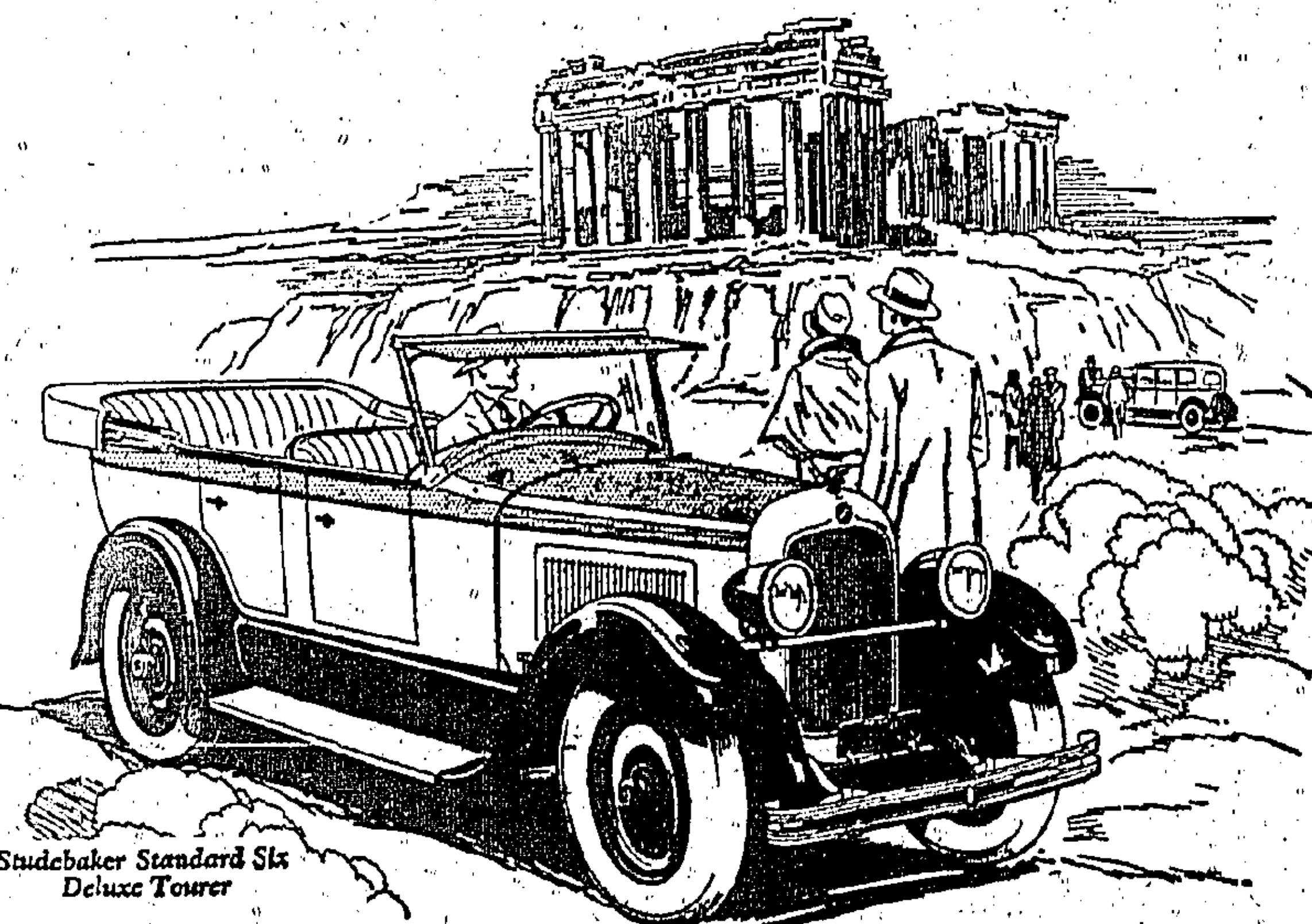
May we give you further details of this super-motor cycle?

If you are interested in the most luxurious two-wheeled machine in the world, please call or write for full specifications and particulars.

REDUCED PRICE H.K. \$830.00

Sole Agents:—CHIEH HSIN ENGINEERING CO.

First Floor, Asiatic Building.



Studebaker Standard Six Deluxe Tourer

BEAUTY... that Endures

THE beauty of this new Studebaker Tourer is based upon age-old laws of symmetry and colour harmony which are fundamental in all designing. Every line—from the graceful figure of Atalanta, poised above the gleaming radiator to the rakish angle of the spare tyre carrier—suggests grace and speed. The hood folds down snugly, carrying out the trim design.

In addition to self-energizing four-wheel

brakes, balloon tyres, disc wheels, lubricant filter, engine thermometer and petrol quantity gauge on the fascia board, this car is factory equipped with bumpers, front and rear; automatic windshield cleaner, twin-beam driving lights, rear traffic signal and other convenient equipment, without extra cost.

The enormous resources behind the Studebaker nameplate make possible this unequalled value.

HONGKONG HOTEL GARAGE

25, Queen's Road Central

STUDEBAKER

BUILDERS OF QUALITY VEHICLES FOR 75 YEARS

What a Day!!

Many a man arrives home from the office these days feeling just about fagged out,—a healthful, stimulanting drink immediately suggests itself.

MARCHANT'S GOLD LABEL SCOTCH WHISKY.

As supplied to H.M. Officers' Messes throughout the world
Sole Agents: T. E. Griffith, Ltd.

If that man really is particular about what he drinks, he calls the "Boy"—asks for a Marchant's Whisky—with whatever mineral his fancy dictates—leans back in his chair and exclaims:

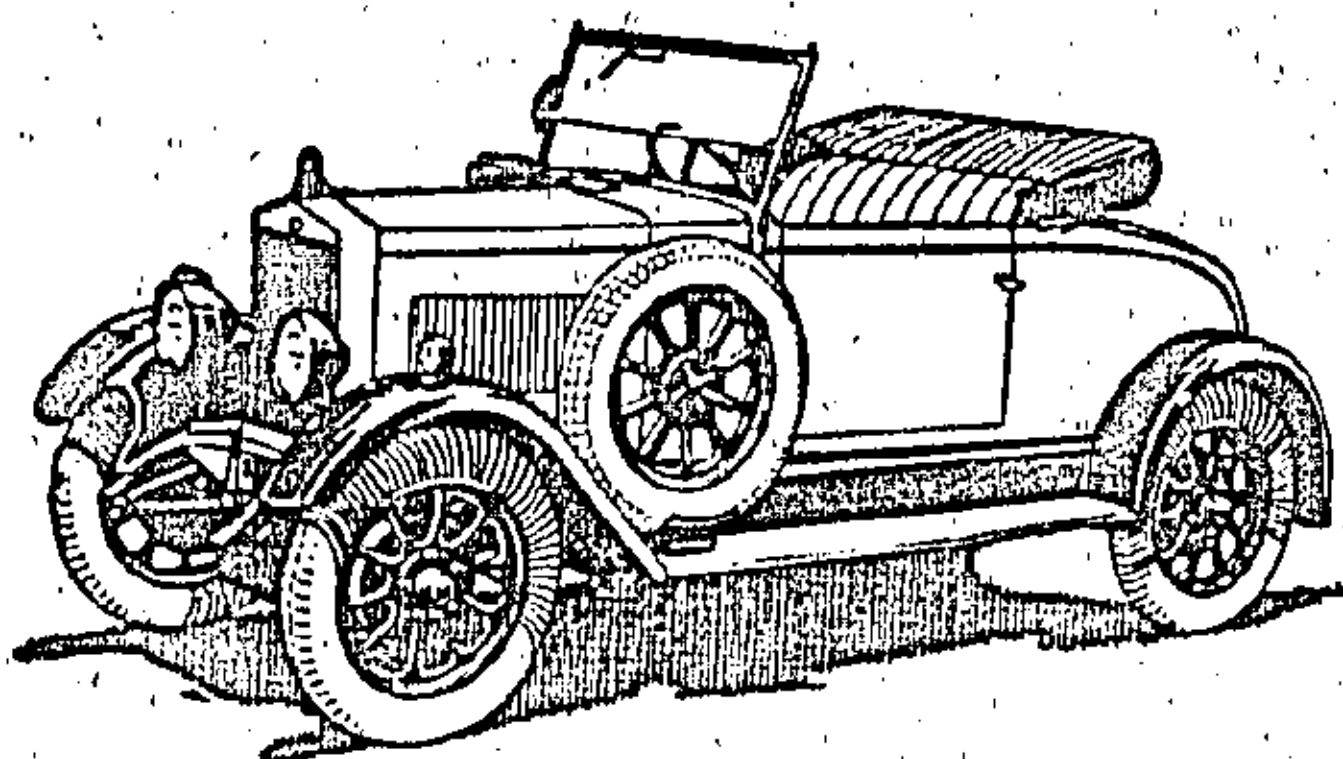
What a Drink!!!

BOOKS & PAPERS

Latest News of the World, Sporting, Children's and all kinds of Home papers, Magazines, Ladies' and Children's Fashions, Leach Publications, Story Books, Novels, Tit-Bits, The Humourist, etc. and also Stationery of all kinds.

OBTAINABLE AT—
VICENTE A. IENZA & CO.
Tel. K. 155. 54, Nathan Road Kowloon.

Giving the World what it wants



In appearance

Well-proportioned, roomy body; elegant lines; stylishly finished in serviceable colours.

In performance and economy

50 miles an hour; 30 miles to the gallon; oil, 1,000 m.p.g.; tyres, 10,000 miles per set; a ten-years-service engine.

In comfort

Reinforced and highly efficient suspension; silent, smooth-running power unit; exclusive interior refinements; Dunlop low-pressure tyres.

In service

Unfailing dependability under all conditions; an after-sales service backed by a world-wide organisation.

Follow the World's lead—"Make it a Morris." Order from your dealer NOW.

Dunlop Tyres and "Well-bone" runs standard equipment.

MORRIS

The Wheel of the World

THE HONGKONG HOTEL GARAGE.
(The Hongkong & Shanghai Hotels, Ltd.)
Car Sales and Phone Service } Phone
Accessories } C. 4759 and Parts } C. 4692

TAX-DODGING IN BRITAIN.

MR. CHURCHILL'S PLAN TO COPE WITH IT.

CRITICISM IN COMMONS.

Proposals designed to prevent the evasion of Super Tax, outlined by Mr. Churchill in his Budget statement and set out in Clause 29 of the Finance Bill, gave rise to a prolonged debate in the House of Commons when the clause came up for consideration on the resumption of the Committee Stage of the Bill.

Opposition to the proposals came, in the main, from the Government's supporters, including Sir Robert Horne.

The position may be stated in plain language as follows (says the *Daily News*, Parliamentary correspondent).

By his 1922 Budget, Sir Robert Horne brought within the ambit of special machinery for the collection of Super Tax some 40,000 private companies, all of which had been registered since the beginning of the war, and conformed to certain provisions.

What Mr. Churchill now proposes to do is, to include a further 35,000 private companies, which will leave only 5,000 outside, in order to put a stop to the practice of Super Tax dodging.

This practice is at present possible if a man turns his business into a private company, because he is then able to take advantage of the law which allows a company to use its reserve funds as it chooses and to distribute as little as it likes in the form of dividend, upon which alone Super Tax is payable.

The Churchill plan is to give power to a Court of Referees to decide what is a "reasonable" amount to allocate to reserve, loans, &c., having regard to the particular type of business, whenever the number of shareholders is less than six.

Business men, as represented to-day in the Commons, hotly criticise this plan on the ground that large reserves are often essential for building up a business. The Inland Revenue authorities, they say, ought not to be permitted to interfere with the allocation of profits. Moreover, the sharp line drawn between companies with five shareholders and those with more than five—which are to retain their freedom of allocation of reserves—is held to be unjust. The tax-dodger, if he is to be caught at all, must be caught in some way that does not handicap industry.

Proposals Defended.

Mr. Churchill, in justification of the proposals, which, he announced, the Government considered necessary to meet what he described as a dangerous and growing abuse, and which they could not postpone or withdraw, pointed out that they conferred no new powers on the Inland Revenue authorities, but simply extended the range of powers of investigation introduced by the Finance Act of 1922, and originated by Sir Robert Horne.

The problem was the same as in 1922, and the remedy the same, but the evil having moved into a wider field, the remedy must be made to move into that field.

Some of the cases supplied to him by the Inland Revenue Department were as follows:—

One private company made a profit of £75,000 in a year, paid dividends to the amount of only £300, and "lent" the two people in control £33,000 free of interest.

A second company (textile) made a profit of £56,000, paid £6,900 in dividends, and the controlling shareholders drew £19,000 by way of interest-free loan.

A third company (food supply) made £9,000 profit, paid out £700 dividend, and made a loan to the controlling shareholders of £6,000.

In all these cases the loans entirely escaped taxation at the special surtax rate.

It will thus be seen, observed the Chancellor that there exists a swift, sure, and easy means of avoiding taxation. That way has been freely advertised, and if the Government now withdraw you will give a warrant and charter from Parliament for its widespread adoption.

I am not ready to accept any amendment which in the slightest degree blunts the efficiency of the clause. The Government have gone to their limit.

The Chancellor contended that as no injury had been done to any business conducted for bona fide commercial purposes during the past five years, so none could be done in future under the clause.

Moreover, it did not come into operation until next year, and if in the interval better ways could be devised for achieving the purpose of the Government he was ready to consider them.

The Chancellor intimated that the representative of the trade concerned in any particular case

ACROSS THE PACIFIC ALONE.

M. GERBAULT'S VOYAGE.

M. Alain Gerbault, who is making a voyage round the world alone in his 40ft. 10-ton cutter the *Firecrest*, has completed the crossing of the Pacific. The *Petit Parisien* has received news of his arrival at Thursday Island, off the north coast of Australia.

From Thursday Island M. Gerbault will begin the longest and loneliest part of his voyage—the crossing of the Indian Ocean to Mauritius, 5,544 miles of open sea. The only land on the course M. Gerbault has set himself will be such small islands as Christmas, Cocos, or Keeling, and it is not his present intention to call even at these.

It was in 1923 that M. Gerbault crossed the Atlantic Ocean alone in the *Firecrest*, and reached Long Island 142 days after leaving Cannes. In November, 1924, he resumed his voyage with the intention of completing the circuit of the globe. He has therefore been more than two and a half years in making his way down the American coast from New York, across the Caribbean Sea, through the Panama Canal, and across the Pacific to Thursday Island. He now intends, after making Mauritius, to sail by way of the Cape, St. Helena, and Gibraltar to Marseilles, and hopes to complete his voyage within a year. M. Gerbault, according to the *Petit Parisien*, has been completely conquered by the beauty of the Pacific islands, where he found on every hand the traces of his favourite author, Robert Louis Stevenson. It is his intention when he reaches France to have a new boat built, one smaller than the *Firecrest*, and then to return "and spend the rest of his days cruising in the Pacific."

that might arise would be attached to the Board of Referees.

Loss of £9,000,000 to £10,000,000.

Mr. W. Graham (Lab., Edinburgh, Central) said it was "extraordinarily difficult to say when the border line was crossed as to what was legitimate within the law and when advantage was being taken of the revenue. The Labour party was determined, as far as they had any influence at all, to stop evasion. The loss through evasion amounted to at least £9,000,000 to £10,000,000. The present clause was not too drastic for the purpose it sought to achieve.

Sir Robert Horne said he hoped the House would realise the seriousness of Mr. Runciman's speech. Unless the amendment were accepted the Bill would make it absolutely impossible for the shipping companies to build up the fleets to which Mr. Runciman had referred.

Everything was struck out which enabled a shipowner to acquire new ships and build up a fleet. He pointed out that the common agreement whereby banks agreed to discount bills on shipbuilding transactions on the understanding that there would be a fixed limit to the division of profits would be longer be possible.

He begged Mr. Churchill to appreciate what was involved in the clauses, declaring that those who drew them did not understand the business results of them.

He said it would be intolerable if people managing business had to have their policy dictated by an outside body. He urged that the Chancellor was approaching the question of evasion in the wrong way.

Mr. Lloyd George, said he thought the course adopted by Mr. Churchill was right and courageous, and that unless some such step was taken there was a real danger of the State losing a very important branch of revenue.

Mr. Churchill indicated amendments he would be prepared to accept in order to carry out the Government's intentions with regard to the clause.

He was prepared to eliminate the provision that the shares must be offered for public subscription, and he accepted the principle that money applied for the purchase of a business from an original owner did not of itself involve the fact that the distribution of the profits was necessarily unreasonably small.

Though not exempting all old-time companies, he would insert words to respect old contracts.

In various other ways he indicated amendments which would ensure that genuine reserve would not be touched by the provisions of the clause.

The Labour party challenged a division on an amendment moved by Mr. Churchill raising from five to ten per cent. the extent of the evasion permissible before an individual was liable to action being taken against him. The amendment was carried by 153 to 25.

The discussion on the Bill was adjourned.

BUILD YOUR OWN

RADIO SETS
FROM
GECOPHONE
BRITISH MADE
COMPONENTS

B.C.—750 6-VALVE
SUPersonic HETERODYNE
RECEIVING SET PARTS
For **\$86.25.**

New Stocks of Osram Valves
at lowest possible prices.

The G.E.C. your Guarantee

THE GENERAL ELECTRIC Co.,

OF CHINA, LTD. HONGKONG.
QUEEN'S BUILDING, HONGKONG.

Recuperate
your health in
Beautiful JAVA

Delightful Scenery, Invigorating Hill Resorts, Excellent Sporting Facilities.

Next Sailings from Hong Kong:—

S.S. Tjisaroea 11th Aug. Batavia
S.S. Tjikini 17th Aug. M'ksor & Java

Special Return Tickets Issued.

For full particulars regarding fares, hotels, motor trips, etc.
Apply to—
JAVA-CHINA-JAPAN LUN.
YORK BUILDING.
Telephone C. 1574.

HOTELS.

THE HONGKONG

HONGKONG HOTEL: REPULSE BAY HOTEL: PEAK HOTEL
Telegraphic Address: "KREMLIN, HONGKONG."

AND SHANGHAI

ASTOR HOUSE HOTEL: PALACE HOTEL:
MAJESTIC HOTEL.
Telegraphic Address: "CENTRAL, SHANGHAI."

HOTELS.
LIMITED.

"In association with the Grand Hotel"
Des Wagons Lits, Pekin

KING EDWARD HOTEL.

Most Modern and Central Hotel in the Colony, all Bed Rooms, newly renovated and installed with Box Spring Beds, Hot and Cold Water, also Telephone. All Trams pass in front of Hotel. Most Moderate Rates in the Colony. Hotel launch meets all steamers. Dining Room and Lounge now open to the Public.

PROF. C. THERESSE

and
MISS MARGUERITE SENOUR
will give Exhibition Dances every
TUESDAY & FRIDAY
5 to 6.30 p.m.

Tel. Add. Victoria.

Telephone C.373.

J. H. WITCHELL,

Manager.

HOTEL SAVOY

The Savoy is the outstanding Hotel
in Hongkong and one of the finest
apartments in South China.

HOTEL METROPOLE. HOTEL BOA VISTA.
22, Ice House Street. Macao.
UNDER THE SAME MANAGEMENT

KOWLOON HOTEL

PREMIER HOTEL IN KOWLOON

Modern Toilet System.

Elevator and Telephones to each floor.

Smoking Room and Saloon Bar. First Class Billiard Table
Recently renovated throughout.

Manager's Personal Attention

Tels. K. 608-609.

H. J. WHITE

Cables KOWLOTEL HONGKONG

Manager

PALACE HOTEL.

Tel. Kowloon No. 8

Tel. Address "PALACE"

Three minutes from Kowloon Wharf, Ferry and Railway Station.
Entirely under English Management. Electric Light and Fans throughout.
Every Room with Private Bath. Lounge, Bar and Billiard-Rooms.
Unrivalled Cuisine under the personal supervision of the proprietress.
Terms moderate. Special terms to families on application to:
Mrs. J. H. OXBERRY, Proprietress.

EUROPE

Cables:—
"EUROPE"
Singapore.

HOTEL

SINGAPORE.

After-dinner
dancing every

Tuesday, Thursday
and Saturday.

Grill

THE EUROPE HOTEL, LTD.

Arthur E. Odell, Managing-Director.

FOR A
PLEASURABLE
WEEK END

COME
TO
THE

CAFE

RESTAURANT PARISIEN

Fun, food, Dancing,
Music, Good Wines
... everything
of the best.

Printed and Published for the Proprietor by FREDERICK
PERCY FRANKLIN, at 1 and 3, Wyndham Street, in the City of
Victoria, Hongkong.

STANDARDS FOR THE HOUSEHOLD CAVALRY.



His Majesty recently presented new standards to the Household Cavalry on Horse Guards Parade. The King is seen with the Prince of Wales, Duke of Connaught, and Prince Arthur of Connaught riding to the Horse Guard's Parade.

THE GENEVA FAILURE
AFTERMATH.

NO HARM BUT SOME GOOD
DONE.

NO NAVAL RACE LIKELY.

Paris, Aug. 5.
Mr. W. C. Bridgman, on his way to London, interviewed by Reuter, said the Geneva conference had certainly done no harm, and it was just as well so many different angles of the question of naval disarmament had been thoroughly explored. He found the Japanese readiest to meet the British wishes.—Reuter.

Boise, Idaho, Aug. 5.
Mr. Borah, interviewed, said the United States should devote its attention to a revival of world armament limitation efforts, without attempting to assess the blame for the failure of the Geneva parley. Anything in the nature of a naval race would be a disaster with world-wide consequences. The burden of taxation under which all the peoples of the world were now bending was bludgeoning the human family into a state of peonage.—Reuter's American Service.

QUARRELSOME MEN.

FINED AND BOUND OVER.

A quarrel between two Chinese outside a shop in Pottinger Street, created so much interest that a big crowd gathered round the door of the shop and completely blocked the road.

Policemen, suspecting something of a serious nature, were quickly on the scene. When they got through the crowd and found that the trouble was no more than a quarrel between two men, they took the combatants to the police station and charged them with disorderly conduct.

Major C. Willson fined the men \$2 each, this morning, and bount them over in a personal bond of \$25 each, to be of good behaviour for three months.

STOLEN PLIERS.

THEFT FROM H.M.S.
FOXGLOVE.

A Chinese, who pleaded guilty to stealing a pair of pliers from H.M.S. Foxglove when the vessel was undergoing repairs in Talkoo Docks about a month ago, was sentenced to three weeks' hard labour by Mr. R. E. Lindsell this morning.

Asked by the Magistrate how the man found his way on board the battleship, Sub-Inspector MacDonald stated that the man was amongst a number of workmen employed to do sundry repairing jobs on the boat. The pliers bore a certain mark which were known only to the crew of the Foxglove.

The man who took the pliers to the pawnshop was fined \$10 for receiving stolen property.

A resolution was passed at a further conference on auction bridge at the Portland Club asking all bridge players to adopt "majority calling" until October 31. Clubs and bridge playing circles are asked to report to the Portland Club on or before that date giving their views of the trial. "Majority calling" means that a bid of a greater number of odd tricks ranks higher than a bid of a less number. For instance, "three clubs" overbids "two no trumps."

IS BOXING BRUTAL?

SIR A. CONAN DOYLE'S REPLY
TO SIR HALL CAINE.

The Walker-Milligan fight, and the punishment Milligan took towards the end, has led Sir Hall Caine to characterise boxing contests as "gross exhibitions of merciless savagery and of loathing trafficking in human suffering."

Sir Arthur Conan Doyle, who wrote "Rodney Stone," takes a very different view. "Boxing," he said to an interviewer, "is a noble sport—the grandest sport in the country. I would have it taught to every man, though Sir Hall Caine is a little too old to learn now."

"Boxing is no more brutal than Rugby football or any other manly sport. So long as there is such a thing as war in the world we have to encourage courage as a great virtue—a thing upon which the whole safety of a nation may depend. I think every public exhibition of courage is a good thing. When we get into the land of angels we shall not need such things, but in this world we have to keep up our nerve and courage, and 'boxing' and playing manly games are ways in which we can do it."

"Sir Hall Caine is an old friend of mine. He was not present at the Walker-Milligan fight. I was, and I think if he had been there he would not have considered it a brutal exhibition. It was certainly an exhibition of very great courage. I consider that every public exhibition of courage is a good thing."

"If I did not hold that view I should not have attended. It is left to the audience and the referee at such exhibitions to see that there is no brutality, and I saw no brutality at all. If that fight had been stopped earlier I think Milligan would have had a grievance, because I have seen many a fight pulled out of the fire."

EPIDEMIC OF FEMALE
SUICIDES.

EXTRAORDINARY STATISTICS
FROM VIENNA.

Vienna—According to newly published statistics, 247 suicides and 870 attempts at suicide were committed in 1926 by Viennese who had not yet reached their thirtieth year. A quarter of those persons were not even twenty years old, and two-thirds of those were girls. It has been ascertained that every three hundredth Viennese woman between the ages of sixteen and twenty either committed suicide or attempted it. There are cases of melancholia, unhappy love, family conflicts, and frequently economic reasons. The other day a servant girl of scarcely fifteen left a letter to her mistress asking her forgiveness for using up so much gas in committing suicide, which she did because she had forgotten to give the dog his meal.

Tenders are being called for the making of improvements and alterations to Taiipo Market Station.

HOW MUCH DO YOU KNOW?

The following are the replies to to-day's questions:
1. James L. 2. From Calicut in India, whence it was originally imported; 3. Yew; 4. 170; 5. Over twenty years, with 25,000 men working; 6. An African quadruped of the horse species, striped like the zebra, but only on the head; 7. Xanthippe; 8. 571; 9. Earl of Darlington; 10. Glosbe, Lachesis, and Atropos; 11. Buckingham Palace; by Nash; 12. In the churchyard of Stoke Newington Church, near Blough, in Baker's 13. Blondin; 14. Catharine Parr; 15. Botticelli.

HUNDRED MILES AN
HOUR.

LOCOMOTIVE SPEED AND
POWER.

FIGURES EXPLAINED.

For some time past the Great Western, the London and North-Eastern, and the London, Midland and Scottish Railways have each claimed to possess the most powerful express engine in the Kingdom, and now the Great Western comes forward with yet another claimant in the shape of the "King George V," which underwent "her" first trials last week, states a writer in a Home paper in mail week.

The layman has probably been puzzled by these claims, but the explanation is easy. One method of calculating the power of a locomotive is by means of its "tractive force," which is determined by a formula analogous with that used in establishing the taxable h.p. of a motor-car. But an engine which exceeds a rival so far as tractive force is concerned may itself be surpassed in the matter of size, weight, boiler dimensions, or haulage capacity. Hence the Great Western "Castle," the Southern "Lord Nelsons," and the London and North-Eastern "Pacifies" can all make out a valid claim. Which is actually the most powerful is almost impossible to determine. Tests have been made, but as these involve the running of a locomotive on a "foreign" railway, where the driver is handicapped by imperfect knowledge of the signals and other characteristics of the "road," the results have been interesting rather than conclusive.

Enthusiasts have declared the "King George V." to be capable of hauling a heavy train at a hundred miles an hour, which is nonsense. An immense amount of nonsense has, in fact, been written concerning high railway speeds, and the truth is that on the one hand nobody knows the maximum speed which a locomotive can attain while on the other hand it would be unsafe to try to find out in practice. Curves, junctions, and speed restrictions on certain sections of line make it impossible to "let out" an engine as a motor-car can be "let out" on a racing track.

Suspicious Claims.

Actually, any claims of speeds in excess of ninety miles an hour are to be regarded with suspicion, although short bursts of between eighty-five miles an hour are attained on our railways every day.

Much of the exaggeration in regard to locomotive speeds is due to confusion between the maximum attained on a journey and the average rate of travel. For instance, the fastest express between London and Brighton are timed to cover 50½ miles in exactly sixty minutes. But it takes some time to get up speed, allowance must be made for slowing down at the end of the run, and speed restrictions are enforced at various points en route. Hence, the speed for the distance is actually in excess of sixty miles an hour, while on certain sections it is very much faster.

Probably, the "King George V." could cover a few miles at the speed of a hundred miles an hour if experiments were tried on a suitable track. But such a track does not exist. According to tradition, an engine driver on the old broad-gauge Great Western Railway offered to travel the hundred and twenty odd miles between London and Bristol within the hour "if the company would look after his wife and children." The directors refused to entertain this sporting offer, and we shall never know whether the feat might have been accomplished. Similarly, we shall never know the utmost that "King George V." or her rivals is capable of doing.

BUSTER
KEATON

Presented by
JOSEPH M.
SCHENCK

IN HIS GREATEST
COMEDY KNOCKOUT

Battling
Butler

with
SALLY
O'NEIL

HERE is the greatest prize-
fight comedy ever made!
More thrills and laughs to
the foot than you'd think
possible! What a whirlwind
of fun and excitement to
keep you off your feet!

Keaton never was funnier—
and don't forget "The Navy-
gonist" and his other laugh-
ing successes!

From the play produced by George Chaus with
Sylvia D. Co. Book by Stanley Lightman and
Austin Milford. Lyrics by Douglas Furber.
Music by Philip Graham (music used in Amer-
ica by Walter L. Brown), and adapted by
Dallard MacDonald. Screen adaptation by Paul
Gerard Smith, Albert Rosbars, Charles Smith.
Directed by Buster Keaton.

A Metro-Goldwyn-Mayer
PICTURE

QUEEN'S TO-DAY
2.30, 5.10, 7.15 & 9.20

ADDED ATTRACTION

MISS DAPHNE LEIGH

LATE REVUE STAR LONDON AND NEW YORK REVUES

in
POPULAR SONG NUMBERS



with
CONRAD NAGEL
PAULINE STARKE
LUCILLE LAVERNE

HERE is the greatest love story in pictures.
It's a tale of romance, passion, adventure,
and thrilling scenes in the most beautiful
and scenic spots in the world.

From the great stage play by Lina Volkmann.
A Metro-Goldwyn-Mayer
Picture

WORLD

TO-DAY
At 5.15 & 9.20 Only.

REX BEACH'S STORY OF YUKON DAYS

THE BARRIER



Scene from "THE BARRIER"

STAR TO-DAY
C. n inno. s from 2.30 to 8.30

TO-NIGHT at 9.30

The New Our Cabaret.